

Navy News

JULY, 1976

5p

FANTASY TRIP

Off to the world of fantasy: So popular was the visit to Disney-world in Florida when H.M.S. Ark Royal was at Mayport that more bus trips were arranged to go there when the Ark called later at Fort Lauderdale. Here some enthusiastic members of the ship's company take a ride to Fantasyland. (See also page 32.)
Photo: LA Chris Fellows

TOT FUND LIFT FOR SHIPS

Ships' welfare funds, hit by rising costs and loss of Naafi rebate, are to have their regular "Tot Fund" grants increased by 50 per cent., giving an extra £25,000 a year on the present figure of £50,000.

For a frigate of the Leander type this will mean another £200 a year towards maintaining amenities for the seagoing sailors.

The decision was reached by the Grants Committee of the Sailors' Fund (the Tot Fund), meeting in London on June 17 — but it was a near thing on the voting, the motion being carried by four to three. There was one abstention.

A paper by the Captain of the Fleet pointed out that although the fund's income had increased from £120,000 to £180,000 since the start in 1970, the ship allocations had remained the same. Over the full period, ships' welfare committees had received £306,463, while £794,931 had been devoted to shore projects.

Among costs which had increased, the paper specially mentioned the 120 per cent. rise in film charges, despite the Service's good fortune in enjoying the benefits of a non-profit-making Royal Naval Film Corporation.

Apart from "figure" arguments, those in favour of more money were strongly of opinion that the tot was basically a seagoing privilege and that its loss should be compensated more generously in the same area. However, opinion on the Grants Committee was much divided, not so much on whether the ships should get more money, but on the question of the amount.

From Plymouth and Portsmouth came ideas ranging from 15 per cent. to 25 per cent., but increases at those levels were attacked as being of little real value. Finally, the point was made that comparisons between ship and shore were not particularly helpful, since everybody got his share of both. The Sailors' Fund purpose was to respond where the need was greatest.

COMMANDO CASH

On a straight vote, the 50 per cent. increase was agreed. The decision will have to be ratified by the Trustees of the fund, but the Grants Committee were given the impression that the idea would be sympathetically received.

In the case of the Royal Marines commando units, the Grants Committee agreed to continue for a further 12 months the money paid out on the same basis as ships. A motion for permanent grants, in the same way as to ships' welfare committees, was lost.

(Details of all other decisions of the Grants Committee will be reported in the August issue.)

Flying? Call a taxi

More than 500 Royal Navy personnel have in the past few weeks enjoyed the convenience of travelling by air taxi, the scheme offering savings which can run into thousands on a single booking.

The idea, started in the spring, has now got beyond the experimental stage, and will be used increasingly as the Fleet co-operates through awareness of the facilities available.

The present scope is "U.K. and the near Continent, including the Baltic and Norway." All ships with movement requirements in these areas should make known their needs to MOD UK (Navy), using DIG, HBC in signals.

Soaring costs for normal air travel led to further investigations, resulting in the "taxi" potential being brought to light. The light aircraft used are able to operate from landing strips denied the larger aircraft, picking up and landing customers much nearer where they want to be. Not only does this reduce those endless hours at airports, but considerably cuts travelling time overall.

(Continued in Page 40)

SIXTH SWIFTSURE

An order has been placed with Vickers Shipbuilders Ltd. at Barrow for another nuclear-powered Fleet submarine for the Royal Navy, it was announced in the Commons by the Minister of State for Defence (Mr. William Rodgers). The new vessel will be the sixth of the Swiftsure class and will be equipped with latest sensors and weapons.

Vickers are already building three Swiftsure-class boats and the first of the Navy's new anti-submarine cruisers, H.M.S. Invincible.



Sultan's Royal visitor

H.M.S. Sultan had a Royal visitor in June when Queen Elizabeth the Queen Mother arrived by helicopter en route for events in Gosport. She inspected the Royal guard of 96 petty officers, and the establishment's Volunteer Band, and later returned to the wardroom for lunch. On departure she was presented with a bouquet by Wren Marion Smith.

Main purpose of the Queen Mother's

visit to Gosport was to open CESSAC House, a block of self-contained homes for ex-Service people or their dependants, and to visit Northcott House old people's home.

In the picture the captain of H.M.S. Sultan (Capt. C. B. Williams) is presented to the Queen Mother by Lord Malmesbury, the Lord Lieutenant of Hampshire.

Photo: LA(Phot) "Scouse" Pratt.



SWANSONG VOYAGE

During a "swansong" Baltic training cruise, H.M.S. Intrepid visited Bergen, Kristiansand and Oslo in Norway, Aarhus in Denmark, and Gdynia in Poland. She returned to Rosyth in mid-June to carry out an amphibious exercise before going to Devonport to transfer the Dartmouth training role to H.M.S. Fearless.

Following the four-day visit to Bergen, where hill walking proved popular, the ship spent a day in Sognefjord, Norway's largest fjord, transiting to Ardal — some 80 miles from the sea. She then went north to the Lofoten Islands, inside the Arctic Circle, so that all on board could be awarded their Blue Nose certificates.

In Kristiansand full use was made of the Joint Services Outward Bound centre, where all the officers under training and many of the ship's company went hill walking, rock climbing, canoeing, and sailing.

Many sightseeing tours were organized from Gdynia and the final of a cruise beard-growing contest was judged by three attractive Polish girls.

The Band of the Junior Leaders Regiment was on board during the cruise and their performances ashore and on board were a great success.

The ship was returning to Portsmouth at the end of June, with a day at sea for families as a "final fling" before she goes into "preservation by operation" in July, when most of the ship's company leave her.



Congratulations for the winner of the H.M.S. Intrepid beard-growing competition, Chief GI Greening, from the commanding officer (Capt. N. J. S. Hunt) and two of the trio of Polish girls who went on board in national costume to judge the contest.

ANTRIM HONOUR

The guided missile destroyer H.M.S. Antrim visited Stockholm to represent the Royal Navy at the wedding in June of King Carl Gustaf of Sweden, who is an honorary admiral of the Royal Navy.



"Well, there's nothing in the rules about mixed teams!"

Many people follow the fortunes of the annual Field Gun Competition as closely as their favourite football team. This competition remains probably the most popular and exciting event at the Royal Tournament, which is held in July each year at Earls Court in London. Over the years the general public have grown to expect an exciting and first class performance.

Maybe some of you are considering applying to join one of these tough and exclusive teams. If you are interested, then nothing is lost by volunteering. A C240 should be sent to the Officer-in-Charge of the Field Gun of your choice — Fleet Air Arm, Devonport or Portsmouth. Do not wait for the DCI spelling out the requirement and rules — as Field Gun officers will start in September screening candidates for the 1977 teams.

After your application has been vetted, the Field Gun staff will arrange an interview and aptitude test some time during the autumn and winter months. You will be tested to see if you fit into one of the 40 billets allowed to each Field Gun.

DOES THE FIELD GUN NEED YOU?

Up to 18 of these billets can, and probably will, be filled by ex-Field Gunners. If the Field Gun staff select you as a possible runner, your C240 will be forwarded to Drafty for decision.

When Drafty receives these C240s, he works out whether the candidates can be spared for the competition. Some of the following factors affect this decision:

- Have you been a Field Gunner during the last two years? If so, you are banned.
- Can you be spared from your current ship without relief?

- Is it possible to replace you, probably with a junior?
- Is an air passage justified from abroad? — probably not in most cases.
- Can the Field Gun be combined with your next course or draft?
- How much time have you left to serve?
- Are you willing to extend your service to complete the Field Gun season?
- Are you prepared to defer taking outstanding General Service Leave until after the competition?

The overriding fact is whether it is in the Service and your best interest to spare you.

Drafty then answers "Yes," "No" or "Standby." If the answer is "Yes," all you have to do is join as detailed next April and survive the Field Gun staff's attentions before becoming a real Earls Court Gunner. If the answer is "No" do not lose heart, as things change in drafting. Others may fall by the wayside and you may be made unexpectedly available.

If you believe that you would like to be a Field Gunner your best bet is to talk to an ex- or current Field Gunner. Alternatively, go and watch a team in action at Earls Court or at your local stadium — Daedalus, Drake or Excellent. If the bug still bites — slap in.

'Easy' promotion chance for ABs

Able seamen in the Operations Branch (Seamen Group) may now be considered for advancement with a minimum of 18 months' seniority, thus widening the field eligible to benefit from the temporary waiving of educational qualifications.

Exercise of this waiver is authorized for able seamen who have obtained the lower educational qualification of NAMET 7/7, who are in all other respects qualified for advancement and who have made a serious attempt to achieve the normal standard of NAMET 5/5.

The easing of promotion is due to the continued shortage of leading rates in this branch, but it has to be noted that further advancement to petty officer will not be possible without NAMET 5/5.

In all other branches, advancement remains conditional on the NAMET 5/5 rule.

REWARD KEEPS BUSY

H.M.S. Reward's latest patrol took her to the 20,000-mile target since commissioning last year. Conventional patrol of North Sea platforms was followed by fishery protection before escorting a giant gas platform from Loch Fyne to the 100-fathom line south of the Hebrides.

The escort task completed, the Reward was en route for Rosyth when she met the disabled ferry St Magnus 50 miles north of Peterhead. This vessel had steamed over a 300ft. length of polypropylene, which wrapped round the screw and rudder. The Reward transferred a boarding party by Gemini, passed a tow, and towed the St Magnus the 67 miles to Aberdeen, a top towing speed of 12 knots being reached.

The guided missile destroyer H.M.S. Hampshire slipped quietly out of Portsmouth harbour in June, bound for Chatham and disposal.

SWOP DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

L. Floris, POMEM, POs' Mess, H.M.S. Nelson. Due to join H.M.S. Ark Royal, starting refit in autumn. Will swap for any small sea-going ship.

G. Ross, A/POMEM, BWK Part (A), Nile Block, H.M.S. Nelson. Wishes to swap for any shore / refit billet in Devonport.

Whitla, AB(R), 3P Mess, Maidstone, Belfast. Drafted H.M.S. Danae (Devonport based), September 27. Will swap for any Portsmouth-based ship going abroad.

J. Harris, AB(RP star), H.M.S. Matapan. Drafted to H.M.S. Nelson, September 16, for over six months shore service. Will swap for H.M.S. Drake's ship's company.

K. Harrison, LRO(T), 2E Mess, H.M.S. Devonshire. Expected to deploy to Mediterranean. Will swap for any U.K. billet or ship shortly to commence long refit.

W. F. Benney, AB(R), F.O.P. Staff, Mount Wise, Plymouth. Drafted H.M.S. Sheffield, November 15. Will exchange for any Plymouth ship or shore establishment.

W. C. Pollard, REA, 40 CPO's Mess, H.M.S. Ark Royal. Due to join H.M.S. Osprey, September 3. Wishes to exchange for Rosyth or northern shore base.

M. Clark, MEMI(AMC), H.M.S. Pembroke. Drafted to H.M.S. Hermes, September 6. Will swap for any Chatham-based ship.

E. Scammell, POSTD, 4 Mess, H.M.S. Achilles. Drafted to H.M.S. Osprey, late November. Wishes to swap for Devonport billet.

S. R. Shearing, A/POMEM, BWC(A), Drafted to H.M.S. Danae, November for 12 months. Wishes to swap for any Portsmouth-based ship. Replies to 10, Northcote Road, Southsea, Hants.

C. D. Roberts, OEMI, H.M.S. Collingwood. Due to join H.M.S. Penelope, December 6. Will swap for any Portsmouth-based ship not due for refit. Tel. Collingwood, Ext. 202.

H. McGrouarty, LS, RP2, Nuc, trained. H.M.S. Valiant (Plymouth-based). Wishes to swap for any boat / squadron/inboard Faslane or anywhere in Scotland.

M. C. Clough, Wren Writer (G), H.M.S. Centurion. Will swap for draft to H.M.S. President.

Chatham crowds

An estimated 60,000 attended Navy Days at Chatham to "see the ships and meet the men." Among the attractions was the nuclear submarine H.M.S. Churchill.

D. Kershaw, REM1, H.M.S. Neptune. Drafted to H.M.S. Laymoor (boom defence vessel), Greenock-based. Will swap for any ship going foreign, Far East or West Indies preferred.

E. R. Nutt, LS(FC1), 5 Mess, H.M.S. Tartar, until April 1977 (Plymouth-based). Will swap for any Plymouth-based ship.

D. W. Jeffery, LRO(G), C/o The Stables, St Teath, Nr. Bodmin, Cornwall. Drafted to H.M.S. Kent (Plymouth), December 6. Will swap for any Plymouth-based ship.

G. S. Greatrex, LMEM, 3 Mess, H.M.S. Plymouth. Two months of 27-months draft served in H.M.S. Plymouth (Chatham-based). Will exchange for Plymouth-based ship.

S. Meredith, LS(S), Diving Reg. Office, H.M.S. Vernon (Ext. 2323). Joins H.M.S. Andromeda on August 13 (Plymouth-based). Will swap for any Portsmouth-based ship or establishment.

A. Proctor, ROI(T), 2D Mess, H.M.S. Mohawk. Just completing work up, due for deployment. Wishes to swap for any Devonport ship in refit until next Easter. Portsmouth ships also considered.

A. F. Hicks, LEM(A), AED, R.N.A.S. Portland. Drafted to Sea Kings, R.N.A.S. Culdrose, September 1. Will swap for any front liner out of Portland.

M. A. Brain, A/POMEM, POs' Mess, H.M.S. Sultan, I.C.E. and diesel ticket. Drafted to H.M.S. Ark Royal, August 31. Swap for anything diesel or gas turbine type 21, anywhere.

R. W. Knight, POMEM, 5 Mess, H.M.S. Norfolk. Drafted shore service for 16 months — H.M.S. Chichester at Chatham for refit. Will exchange for any Portsmouth area shore service billet.

B. Stockwell, LCK, Tovey Mess, R.N.A.S. Culdrose. Drafted to H.M.S. Shavington, running out of Rosyth. Will swap for any ship or shore base in the Plymouth area.

M. A. Race, LWTR, Drafted to FOSNI (Cochrane), August 16. Will exchange for any Portsmouth or Chatham shore billet. Contact 26 Hunters Close, Rowner, Gosport, Hants.

K. L. Hough, Wren (Radar), Passed for Leading Wren (Radar), H.M.S. Heron. Drafted to H.M.S. Dryad, September 27. Wishes to exchange for any other draft. Replies to: Aircraft Direction School, R.N.A.S. Yeovilton.

Ashton, LS(R), Detailed H.M.S. Arethusa, Sept. (Devonport based). Will accept any Portsmouth ship. Contact at JSSC Horriet or 25, Grove Road North, Southsea (Hornet Ext. 744136).

D. C. Norton S(R), H.M.S. Bulwark. Due to join H.M.S. Salisbury (Devonport) in November. Will exchange for any Portsmouth based ship. Replies to 9c, Albany Road, Southsea, Hants.

P. W. Turner, AB(R), H.M.S. Bulwark. Due to join H.M.S. Nubian (Rosyth) in November. Will exchange for any Portsmouth based ship. Contact 9c, Albany Road, Southsea, Hants.

VITAL SURVEY FOR FOX

H.M.S. Fox, the Devonport-based survey ship, has returned to Channel duties after being detached to undertake work vital to the North Sea's expanding oil industry.

Her task was to clear the way between the west coast of Scotland and the Frigg Field, north-east of the Shetlands, for the towing of a giant drilling platform. She is pictured here among the rigs.

On the Continental shelf, the depths are not much greater than the draught of the platform itself, and the latest side-scan sonar was used to give a pictorial display of the sea-bed.

ROUND-CLOCK

Seven previously-unknown wrecks were found and the U29, a German U-boat rammed and sunk during the First World War, was located. All the wrecks proved to be no danger to the platform.

Only break in the round-the-clock survey was a brief visit to Lerwick in the Shetlands for fuel,



food and mail and the chance for the ship's company to equip themselves with Shetland wool jerseys and tam o'shanter.

On May 16 the Fox signalled the Hydrographer of the Navy reporting that the tow-route was safe and four days later the drill-

ling platform left for the Frigg Field.

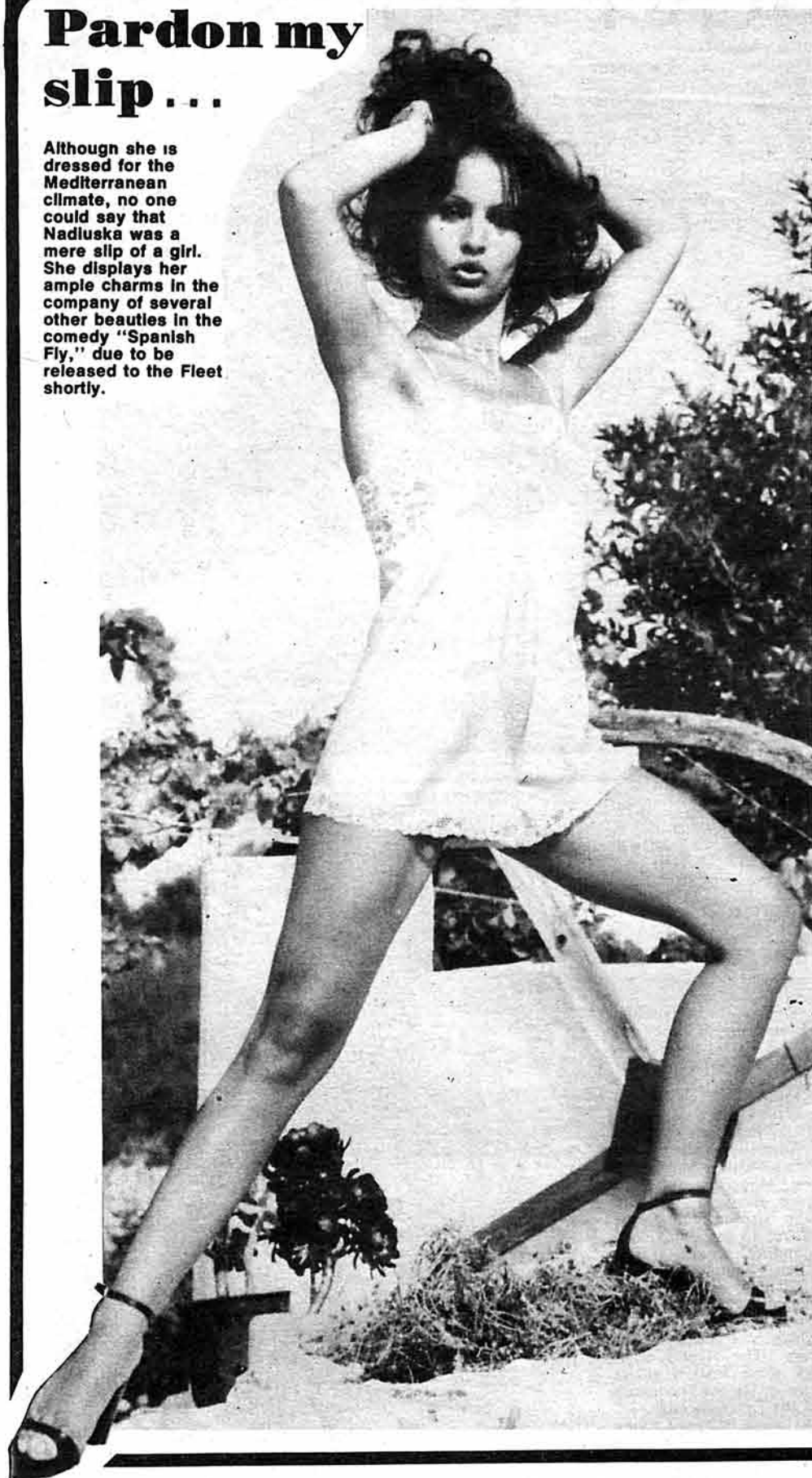
Having sailed north up the East Coast of England and Scotland it was decided to complete the circumnavigation by returning to Plymouth via the Western Isles and the Irish Sea.

After a break in her home port, the Fox resumed her summer task between the Isle of Wight and Shoreham and south towards the French coast, where, with H.M.S. Fawn, she will work until the summer leave period later this month.

FILMS FOR THE FLEET

Pardon my slip...

Although she is dressed for the Mediterranean climate, no one could say that Naduska was a mere slip of a girl. She displays her ample charms in the company of several other beauties in the comedy "Spanish Fly," due to be released to the Fleet shortly.



Carol Hawkins: "Carry On Behind."



Elke Sommer: "Carry On Behind."



Britt Ekland: "Royal Flash."

Shark joins the big star cavalcade

Box office smash-hit "Jaws" is just one of a bumper package of nine latest releases to the Fleet by the Royal Naval Film Corporation. Stars on their way to Fleet screens include John Wayne, Katharine Hepburn, Dirk Bogarde, Ava Gardner, Sophia Loren, Richard Burton, David Niven, Elke Sommer, Britt Ekland, and Marty Feldman.

Rooster Cogburn (U) — John Wayne, Katharine Hepburn. Deputy Marshal Rooster Cogburn, thought by many to be too old for his job, takes on the task of capturing a bunch of outlaws with the help of a rather unusual lady. No. 394. CIC.

Permission to Kill (AA) — Dirk Bogarde, Ava Gardner. A British agent is given the task of preventing an exiled revolutionary returning to his homeland to resume his fight for freedom. No. 395. Columbia-Warner.

Brief Encounter (A) — Sophia Loren, Richard Burton. Two people who meet by chance at a railway station find themselves mutually attracted, subsequently falling in love despite their better judgment and domestic responsibilities. No. 396. Viscom.

Russian Roulette (A) — George Segal, Christine Raines. As Canada prepares in 1970 to welcome the Russian Premier Kosygin to Vancouver, the CIA hear of a KGB plot to assassinate the Soviet leader on Canadian soil. No. 397. Fox-Rank.

Paper Tiger (A) — David Niven, Toshiro Mifune. An assignment as tutor to the 11-year-old son

of the Japanese ambassador in a Far Eastern country gives a middle-aged Englishman the opportunity to prove himself more than just a dreamer or fraud. No. 398. Fox-Rank.

Carry on Behind (A) — Elke Sommer, Kenneth Williams. The "Carry On" team become involved in excavating for Roman remains on a holiday caravan site. No. 399. Rank.

The Adventures of Sherlock Holmes' Smarter Brother (A) — Gene Wilder, Madeline Kahn, Marty Feldman. Eccentric comedy showing how Holmes and Watson solve yet another strange case. No. 400. Fox-Rank.

Royal Flash (A) — Malcolm McDowell, Alan Bates, Britt Ekland. The adventures of Captain Harry Flashman, 11th Hussar, reluctant V.C., school bully retired, with a tall talent for dirty fighting and fast running. No. 401. Fox-Rank.

Jaws (A) — Roy Scheider, Robert Shaw, Richard Dreyfuss. The appearance of a great white shark close to a holiday beach strikes terror to the local townspeople. A professional shark fisher is employed to destroy the creature. No. 402. CIC.

Championship win for 845 Squadron

Flying a Westland Wessex 5 in glorious weather, a crew from 845 Squadron was placed joint winner overall in the British Helicopter Championships in June.

Organized by the Helicopter Club of Great Britain, the championships were held in the grounds of Stowe School, Bucks., and two crews from 845 Squadron represented the Navy, the second team being in reserve.

As a result of the Navy's participating crew being placed joint winner overall with the R.A.F. team, they were able to take home to their base, R.N. Air station Yeovilton, the impressive Imperial Tobacco Trophy. The pilot, Lieut. John White, was also awarded the Everard Trophy and

was presented with a silver tankard to commemorate the event.

In addition, the Fleet Air Arm crew won the navigation event outright, for which they were awarded the British Helicopter Advisory Board Trophy and the crewman, Leading Aircrewman Stewart Bull, received the Air Tours Sword.



In the picture above, by LA(Phot) R. Mortimer, the Wessex Mark 5 takes part in the precision flying event in front of the steps of the historic Stowe School. Left: the competitors during a reception at Yeovilton by the commanding officer (Capt. H. J. Abraham). Left to right, Lieut. Mark Beaman (spare pilot), Leading Aircrewman Stewart Bull, Capt. Abraham, Lieut. John White, and Leading Aircrewman Andrew Gibbs.

Rededicated Tiger back on prowl



Having completed her first refit since conversion to the role of helicopter cruiser four years ago, H.M.S. Tiger has now been rededicated, and has rejoined the active Fleet.

The ceremony, attended by ship's company members and many relatives and friends, came at the end of a ten-month refit at Portsmouth. The service was conducted by the Revs. J. T. Beech, P. Brown, and J. F. Ellis.

Three cakes were made for the occasion, the principal one a scale model of the ship almost six feet long. This was cut by Mrs. Cassels, wife of the commanding officer (Capt. S. A. C. Cassels). Assisting was the youngest rating on board, JMEM Frank Thornley (16).

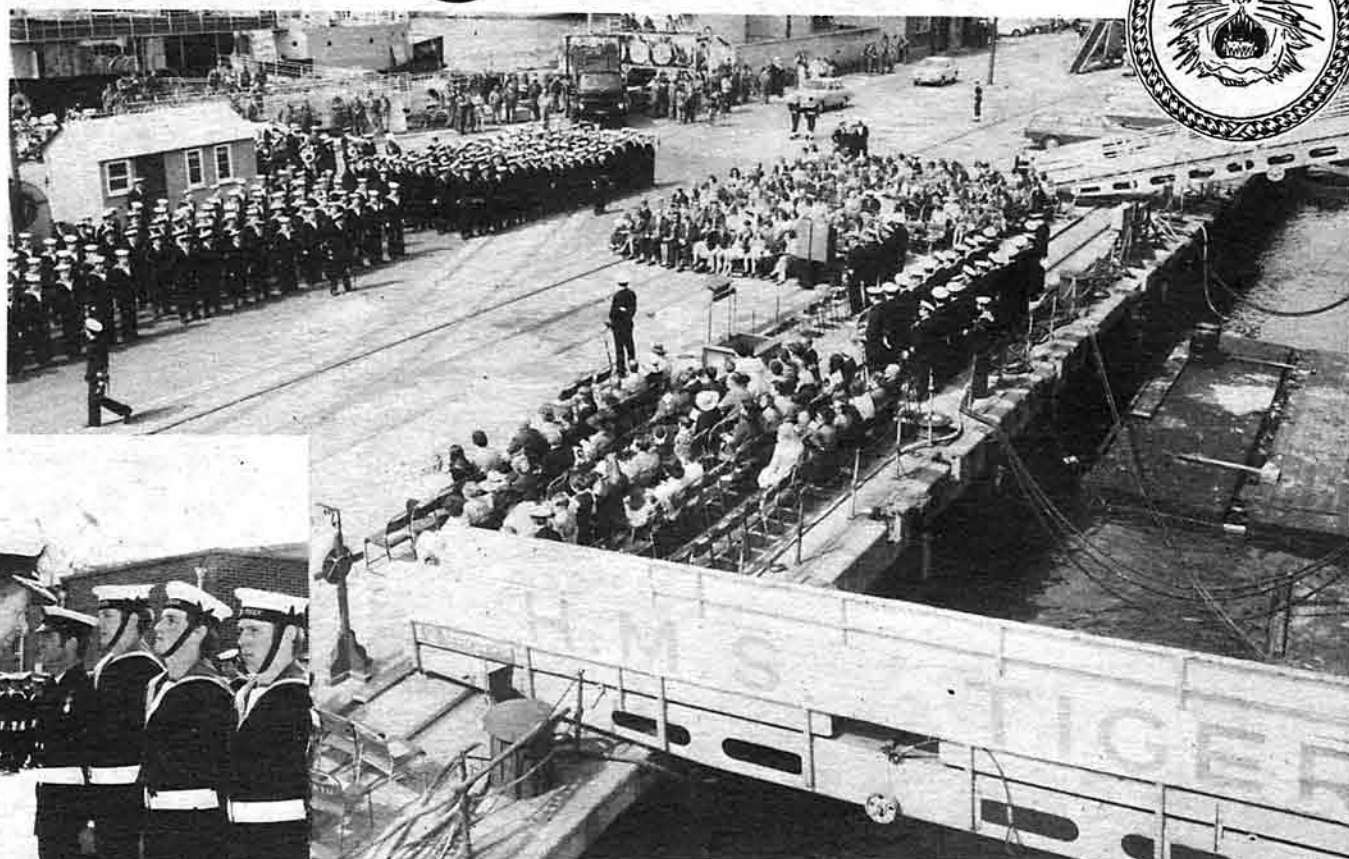
Among guests at the ceremony were three men who served in the battle cruiser Tiger in the 1920s — Messrs. H. J. Beer, C. W. Gomm, and W. Baxter.

SEA KINGS

The present Tiger was laid down as a conventional cruiser in 1941 but completion was delayed by the end of the Second World War, and she went into Reserve unfinished. She was finally accepted into service in 1959, modified to incorporate many modern innovations and armed with two six-inch and three three-inch turrets.

Famous as the venue of Rhodesia talks, she paid off in late 1966 and after extensive conversion and modernisation recommissioned in 1972 fitted to take four Sea King helicopters and with two Seacat launchers — all in place of the three-inch after turrets.

The ship is now undertaking a trials programme and "shake-down," followed by work-up.



Aveley gift

One of the gifts which changed hands when the inshore minesweeper H.M.S. Aveley was officially adopted by the Essex borough of Thurrock was a bottle of what was called "adoption day" wine.

Specially made by Mr. Tom Whalley, husband of the Mayor (Cllr. Mrs. Elsie Whalley), the wine was presented by the Mayor to the ship's commanding officer (Lieut. "Ben" Ashton).

Other gifts were exchanged by borough and ship at the ceremony, which took place at Tilbury. The Aveley takes her name from a village now inside the boundaries of the Essex borough.

Photo: PO(Phot) J. Sinclair



Rear Admiral J. D. E. Fieldhouse, Flag Officer Second Frigate Squadron, inspects the guard at the H.M.S. Tiger rededication ceremony in Portsmouth naval base. Behind him is the guard commander for the occasion, Lieut. Travis Terrell, U.S.N., serving in the Tiger on exchange, and the ship's commanding officer, Capt. S. A. C. Cassels. Top: A general view of the ceremony.

Pictures: LA (Phot) R. Dobson

Osiris party visit Ilkley

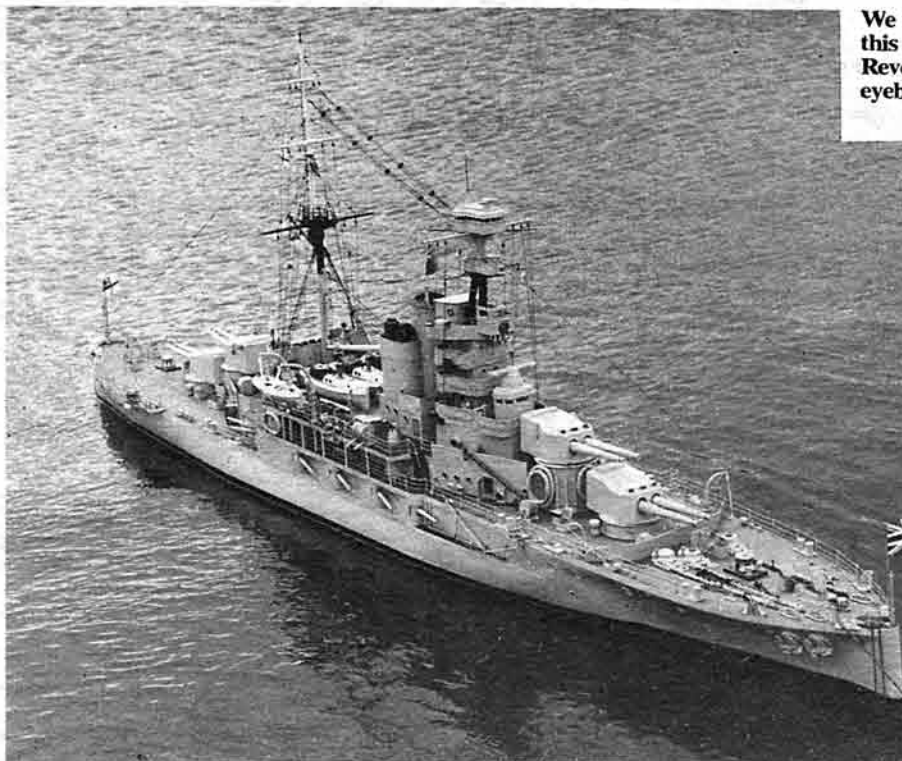
Ilkley, the Yorkshire town which has adopted H.M.S. Osiris, played host to a party of crew members from the Patrol-class submarine for two days.

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Return of the Revenge



We were tempted, tongue-in-cheek, to caption this picture, "a recent photograph of H.M.S. Revenge," but that might have raised a few eyebrows among those who know that the battleship was scrapped in 1948.

The picture was, in fact, taken at a static water tank at R.N. air station Culdrose and the battleship is a radio-controlled, 8ft. long, hand-built model.

With every detail impressively scaled down, the model was started 41 years ago by Mr. Edward James Harding, who joined the Revenge as a boy seaman in 1913 and fought in the Battle of Jutland.

On retiring from the Royal Navy as a chief petty officer in 1935 he began the painstaking task which took him 12 years to complete.

Mr. Harding died in 1957 and the model lay high and dry for years, gathering dust in a variety of garages and lofts before the builder's grandson, Mr. Michael Harding, a former Fleet Air Arm mechanic and now a civilian with Airworks Services, maintaining helicopters at Culdrose, undertook the task of renovation, using the original hand-built items to achieve a superb result.

SHIPS OF THE ROYAL NAVY

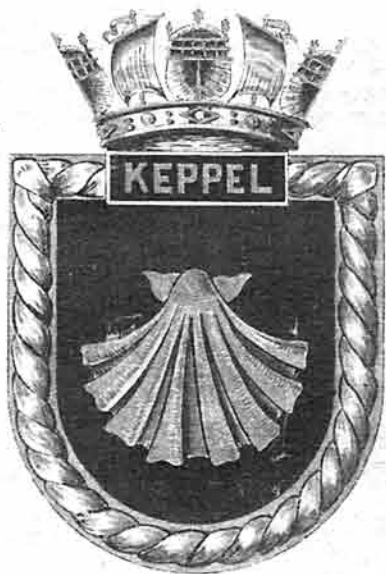
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Facts and figures

Displacement: 1,200 tons.
Length: 94.5 metres.
Beam: 10.1 metres.
Draught: 4.7 metres.
Armament: Two 40mm Bofors, two Limbo three-barrelled D.C. mortars.
Propulsion: One set geared turbines, one shaft, 15,000 s.h.p.
Speed: 27.8 knots.
Range: 4,000 miles at 12 knots.
Complement: 132 ratings, eight officers.



'OLD' KEPPEL BACK WITH THE FLEET



The badge, taken from the coat of arms of Admiral Keppel, shows a golden cockle shell on a red field. The motto, *Ne Cede Malis* (Yield Not To Evil) is taken from Virgil and is the Keppel family motto.

But for the fickle finger of fortune, H.M.S. Keppel would be celebrating her 20th anniversary this month on the disposal list. As it is, she is very much a working frigate, after a short spell of "retirement."

Reduced to reserve in 1973, she was already earmarked for disposal when in the middle of last year her sister ship, H.M.S. Hardy, had a boiler explosion during refit.

The Keppel was brought forward at short notice to replace the Hardy and the old grey lady has once again undergone the rigorous test of a Portland work-up to become one of the Navy's operational frigates.

Her life started on April 27, 1953, when she was laid down at Yarrow's Scotstoun. She was launched on August 31, 1954, by Lady Maddan, wife of Admiral Sir Alexander Maddan, and commissioned on July 4, 1956, joining the Second Training Squadron at Portland.

The ship was employed in the Western Fleet as part of the Fishery Protection Squadron, the Londonderry Squadron, and then the Second Frigate Squadron until her reduction into reserve.

Now she is back with the Second Frigate Squadron, whose ships normally expect much of their time to be taking training classes of principal warfare officers, sonar operators and helicopter controllers to sea in the Portland exercise area.

Since the start of 1976 the Keppel has spent much of the time class-running from Gibraltar, where winter conditions are much more pleasant than those off Portland.

And life there has not been without its drama. While at Gibraltar the ship rescued the crew of a sinking R.A.F. launch.

Record distance

Early in March the Keppel visited Malta — a record distance for the ship — and clocked up more than 280,000 miles since her first commissioning.

To fulfil her anti-submarine role, the ship is armed with two triple-barrelled anti-submarine mortars, which are aimed and fired automatically by sonar.

These mortars can each fire a pattern of large depth bombs with great accuracy, set to explode at computed depths around the submarine. For self-defence the ship is fitted with two single-barrelled 40mm anti-aircraft guns.

Tribute to great admiral

H.M.S. Keppel is the fourth ship of the Royal Navy to bear the name, which is a tribute to Augustus van Keppel, the 18th Century admiral.

Keppel joined the Navy at the age of ten and was a captain by the time he was 19 — even Nelson did not attain this rank until he was 21. After taking part in such battles as Quiberon Bay and Ushant, he became First Lord of the Admiralty and a viscount.

The first Keppel, a 14-gun brig taken from the Americans and commissioned in 1778, saw only five years' service. The second, a brig-sloop, saw even less — being commissioned in 1782 and paid off eight months later.

The life of Keppel number three was considerably longer. The destroyer leader was launched at Thornycroft's in Southampton in 1920 and was not scrapped until the end of the Second World War after winning five battle honours and taking part in the destruction of three U-boats.

BATTLE HONOURS

Atlantic 1940-43
Malta Convoys 1942
Arctic 1942-45
Normandy 1944
English Channel 1944

PHOTO POSTCARDS

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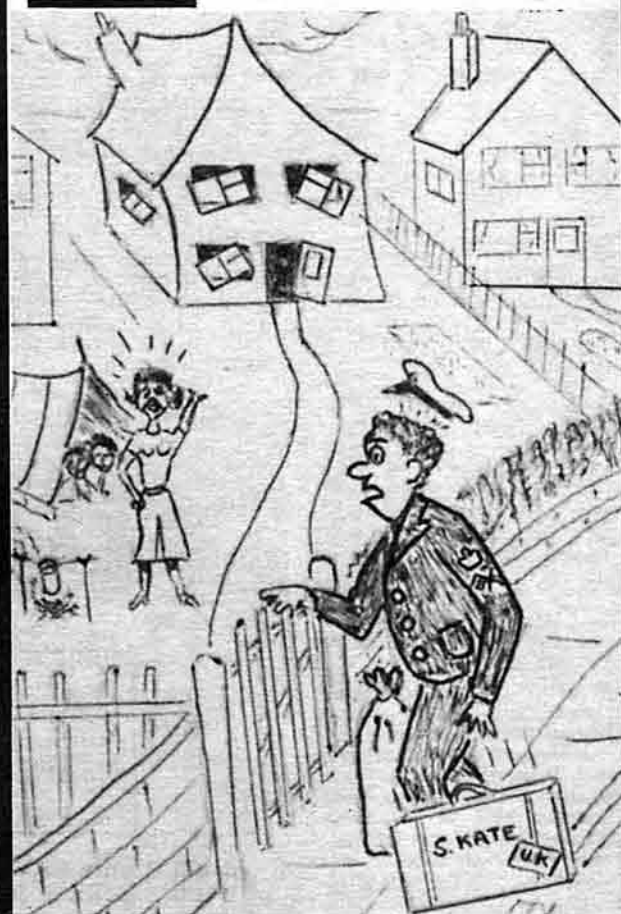
Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Arethusa, Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra, Conqueror, Coronna (mod), Coronna (pre-mod), Courageous, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas,

Engadine, Eskimo, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate, Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarnston, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel.

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothsay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius, Sovereign, Striker, Stromness, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay, Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

NEXT TIME PERHAPS HE'LL CALL IN ANGLIAN BEFORE HE GOES

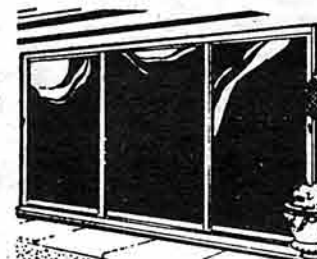


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By the right, pipe and/or salute . . .

In reply to Mr. Bungy Williams's letter re piping parties (May issue), I can answer in the affirmative.

As a midshipman, Royal Australian Navy, doing my big ship time in H.M.S. Barham in 1937, the piping party for a big occasion (this included the boatswain and the midshipman of the watch), all saluted with the right hand and piped with the left.

This happened when we were flagship of Admiral Sir Dudley Pound, with H. E. (Pat) Horan as captain and H. G. Norman as commander.

Incidentally, I tried out my skill the other day, and after 40 years could "Pipe down." I wonder if the modern Navy still uses this ancient form of lullaby.

R. J. Bassett
(Commander, R.A.N., Retd)
Wolverhampton.

● The "lullaby" is still sounded, mainly in ships, where it is necessary for watchkeepers to be able to "get their heads down."

● Navy News has also been reminded that, at one time, training was given in saluting with either right hand or left — Editor.

When I joined the Service on February 23, 1943, I was taught to salute with the right hand while piping the side with the left, though I have to admit that my training was never put to use.

P. S. Stevens
(Lieutenant, R.N.)
H.M.S. Nelson.

I have just come across an old photograph in W. P. Trotter's superb book of old warships which clearly shows the captain of H.M.S. Nile returning on board in Malta about 1890 and being welcomed by the officer-of-the-

watch, the duty midshipman, with the bosun's mate piping the side with his right hand while saluting with the left.

Assuming it was not just a vagary of the bosun's mate (who subsequently got 'trooped' for it), I wonder how long that particular form of drill was practised.

A. D. King
(Commander, R.N.)
Helston, Cornwall.

Navy News LETTERS TO THE EDITOR

BARHAM BLOCK,
H.M.S. NELSON,
PORTSMOUTH,
PO1 3HH

Your excellent article (May) on the history of 203 Squadron R.A.F. included a picture of Lieut-Cdr C. R. Samson about to take off from "H.M.S. Africa" at Sheerness in 1912.

The ship pictured was, in fact, H.M.S. Hibernia, the first British warship from which an aircraft took off from temporary fitted seaplane runways on the focsle. The first three ships fitted in this way were the Hibernia, Africa and London.

I served as a boy in the Hibernia and of all the ships in the Royal Navy my favourites were the eight ships of the Third Battle Squadron (the Wobbly Eight) — King Edward VII, Britannia, Africa, Dominion, Zealandia, Hindustan, Commonwealth and Hibernia. They were beautiful ships, almost identical in appearance except each had distinguishing marks painted round the funnels.

Cdr. Samson and the Wobbly Eight

As a schoolboy living in Victoria Army barracks at Pompey, I once wrote a composition on the "King's Navy" which led to myself and two other boys being invited by the admiral at Portsmouth to see the launching of H.M.S. Dreadnought in 1906. More than 50

years later, and as an ex-submariner, I was one of 40 invited guests to Barrow to see the Queen launch the first British nuclear submarine — H.M.S. Dreadnought.

Sid H. Glazebrook
Edgware.

The article on 203 Squadron evoked happy memories for me and, I am sure, many other pre-war Persian Gulfers.

I was a signaller in the Shoreham from 1934-36 when life consisted mainly of weeks of sweaty patrolling up and down the Gulf. Even now I recall the relief as we drew alongside that wooden jetty at Basrah.

It was more or less "open gangway" to the R.A.F. swimming pool and happy evenings of beer and "operas" in the "sludge temple."

L. H. Cole
(Ex-C.Y.S.)
Chelmsford, Essex.

I was surprised to read that the first flight from a moving ship was from the Hibernia. Not on your life. It was the Hibernia — which with the Hindustan, Edward VII and five others formed what was known, I think, as the Third Battle Squadron based on the Nore.

The matelots' name was the Wobbly Eight and to see them supposedly steaming in line was enough to make a cat laugh. They looked like a snake wriggling along, hence the wobble.

John Adams
Basingstoke.

● A number of letters have been held over because of pressure on space, including several concerning the Insect class gunboats.

'Sounds of the Navy'

For the thousands of us who served in the Second World War and after (I was in the Royal Marines) and who have been deeply interested in events like the retention of H.M.S. Belfast in London and the opening of the R.M. Museum at Eastney, I have many times wondered if the record companies in Britain could be asked to make an L.P. "Sounds of the Royal Navy, in harbour and at sea"

I have read many books about the war but how much more interesting as a permanent keepsake to hear the sounds again, from "Wakey, wakey" in the morning to "Pipe down" at night, with all the other pipes in between. There could be all sorts of accents, from real Brummie, to Scots, Geordie, Scouse and Cockney, and if a bunch of Navy men and Royal Marines got together (not forgetting the bugler!), I am sure a nostalgic record could be made.

Frank Harvey
Castlegar, B.C.
Canada

MORE LETTERS
OPPOSITE

Better off in prison?

A matter of
separation

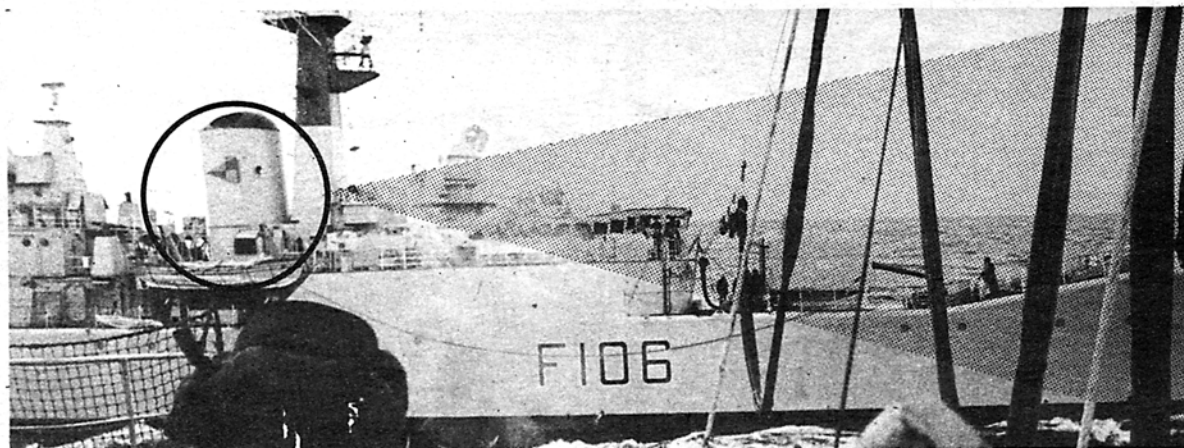
In a Sunday newspaper article the other day a Department of Health and Social Security spokesman was quoted as saying that anyone drawing social benefits, and with a relative in prison, could claim fares for 13 visits a year. Normally these would be by train, although other means of transport might be considered.

As stated in BR1950 I, as a married man at sea, am eligible for four basic and eight separation warrants a year — a total of 12. The single man gets only four, regardless of his circumstances.

Has not someone, somewhere, got his priorities wrong?
P. Flynn LRO(G)

H.M.S. Egeria

'COD WAR' EMBLEM



I notice from Cod War pictures that some frigates which were engaged there have been wearing shield symbols as funnel emblem / motif in place of the squadron digit. Is it possible to identify this please?
D. Riddoch

Liverpool.

● Our information is that the yellow and blue triangular emblem worn by British warships on patrol off Iceland was the Fishery Protection symbol. The photograph is of H.M.S. Brighton while on patrol earlier this year. — Editor.

Tantalus, Thrasher

From Capt. L. H. Oliphant

As this will undoubtedly be the last reunion that I will be in command at Blockhouse, I hope to arrange a Tantalus / Thrasher get-together.

I have asked as many officers as possible, and in particular Vice-Admiral Sir Hugh Mackenzie, to stay behind after the officers' reunion on Friday, October 1, and to meet in the Atlantic Club at 12.00 on Saturday, October 2. I hope that as many as possible of the war-time crews of these two submarines will be able to be there.

Hugh Oliphant
H.M.S. Dolphin.

Captains' pay rise!

Your readers may wish to know that, while ranks below captain have received their pay rise in full, back-dated to

April, the pay of captains with six years' seniority and above, including certain medical and dental officers, has effectively dropped by some £22 per month, due to officers' uniform relief, revised income tax, and increased National Insurance charges.

This comes at a time when, as a commanding officer, I have acquired an added responsibility in ensuring that no beer kegs, empty or full, are left unattended in H.M. naval bases! (FTM 185/76).

Captain R.N.
North of the Border.

The first Galatea

I was disappointed that H.M.S. Galatea was not prominently featured in recent issues. The first ship of the name was launched just 200 years ago on March 21, 1776, and commissioned on April 16 by Capt. Thomas Jordan. She sailed for the American Colonies before news of the Declaration of Independence

reached this country, the date when she set sail across the Atlantic being July 10.

The Galatea has quite an interesting history, such famous flag officers as Keats and Sayer having served as her captains.

So far in my researches I have read through only two of the logs of the first Galatea, not yet reaching the item of the death on board of her first captain as she dropped anchor in New York Harbour in 1779.

Not as famous as a Revenge or a Warspite, perhaps, but she was a ship which went efficiently about her job.

D. J. Croager,
Vice-Chairman Harlow S.C.C.
Management Committee
(T.S. Galatea).

Record of service

I doubt if the record of service of Mr. H. E. Gould, of Norwich, can be beaten for variety.

But another record I

remember was that of Sir Eric Geddes. He was made vice-admiral, major-general, and air marshal on the same day about 1922 to carry out the "axe" on officers.

J. O. A. Arkell
(Lieut. Cdr., R.N.)
Shrivenham, near Swindon.

Whither the Protector

As an ex-LME in H.M.S. Protector, I was wondering whether this ship which gave good service in the Antarctic has been laid up or whether I am now shaving with her, because it comes to mind that with the flight deck and hangar to stern and the re-inforced bow, would she not have been just the ship for trawler protection off Iceland?

I wonder, too, why ships are laid up or scrapped after so many years even though still seaworthy. Some must be all right for oil rig security instead of spending money for

new ships just for the rigs.

M. L. Kettle
Upton Priory, Macclesfield

● Alas, the Protector would seem to be no more as according to records she was sold in February, 1970 for breaking up — Editor.

Hand wash the pully

In answer to Mrs. Anne Burgess's letter (May issue) regarding the "woolly-pully," I would suggest that these can be washed very easily with the badges on.

My husband is a petty officer, and I have washed his pully by hand and hung it out to dry.

As to the fact of them being expensive, wouldn't it make them much more expensive if they were dry cleaned?
(Mrs.) Hilary Lavender
Langport, Somerset.

MORE LETTERS

SHIPPING OUT!

I've just perused that S.O.S. From SHAPE-ly damsels in distress — Two Wrens with attributes divine Who pine for Jack to bring them wine And state they "wait with open arms" For Jack's inebriating charms. "Shape up!" they bawl, from Belgian base. "We long to see a friendly face, Plus further fundamental facets A sea-dog brings — like liquid assets . . ." I trust the troops will do their share By answering the maidens' prayer; If they decline, some older sage Must volunteer, despite his age, To quit his armchair near the telly And hit the trail for Trish and Welly, Who'll find themselves in painful stitches At all his reminiscing riches — Besides the more exhausting fun; Just wheel out my bathchair, son . . .

— Bernard Camplon

Funny way to hold an SMG

Below — The offending cartoon.

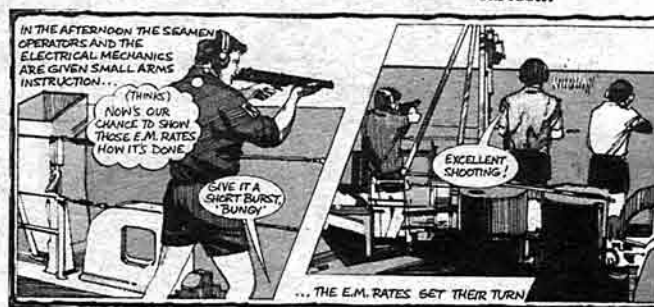
I think you may find many small arms instructors not too happy with the firing position adopted in the picture (June issue) showing the leading seaman who acted as a model for a cartoon while working on board H.M.S. Juno.

Somebody should show him how to hold the SMG properly. It should not be fired in the left-handed position because of the ejection chamber. For the sake of future junior sailors, let's have it right please.

AB

H.M.S. Drake, Barrack Guard

The Infantry Training Manual Vol 1, Pamphlet No. 4 — the Sub-machine Gun (All Arms) — Chapter 1, Lesson 2, Para. 3 states that the Stirling SMG is not to be fired by left-handed personnel unless they have been specially trained to fire the weapon right handed.



It goes so far as to say, "Soldiers who cannot be trained to fire from the right shoulder should not be armed with the SMG."

Regarding the picture (May) showing Sgt Bob Leefmans, R.M., parachuting while wearing training shoes, B.P.A. regulations state that category 10 parachutists may wear any type of footwear to allow maximum freedom in free fall. Landing is of

secondary importance: Not such a faux-pas after all!

J. P. Turner

POMEM, R.N.R.

Feltham, Middlesex

More letters have also been received about the shooting picture and cartoon. As everyone knows, photographers use a certain amount of licence in setting up their pictures, and often arrange them to provide the best-balanced photograph — Editor.

A lovely 'day' at Chatham

Please may I say a big thank you to everyone who made Navy Days at Chatham such a treat for my sons and I. We travelled a long way and had to go back the same day, but the friendliness and patience we met made up for it all. Those lovely ships!

As a member of the public I have found the "Warship" programme entertaining and I know my friends enjoy it. But, like hospital programmes, we take it with a pinch of salt. As nurses we find some faults which can be upsetting so I am sure the same can be said of "Warship." But on the whole we agree that both types of programme help provide a balance between the news and more violent programmes.

Gail Hopkins (S.E.N.)

Bentley, Doncaster.

Foudroyant medallions explained

The National Maritime Museum at Greenwich has supplied information about the Foudroyant Copper Medallion, following the letter by Mr. W. Atherton, of Widnes, last month.

Lord Nelson's former flagship, the Foudroyant went ashore off Blackpool in 1897. The timber and copper from the wreck was purchased by a Manchester firm and used to make furniture and small souvenirs. Copper items were stamped with the registered number 311490.

It is thought that a large number of medallions were produced and some are in the National Maritime Museum's collection.

Mr. T. A. Hardy, of West Bergholt, Colchester, wrote to

say that the medals were cast from the copper plates which had been on the Foudroyant's hull, being made to commemorate the association of Nelson with his best-liked ship.

Cartoon cracker

Your "Souvenir sale" cartoon (May) was a cracker. It took me right back 35 years to a world of dhoby buckets, shifts, uckers, pussers crabs, the lot.

J. M. McLean
Clitheroe, Lancs.

Memories of Jenny

Jenny and the Side party were mentioned briefly in your May issue in the report of H.M.S. Chichester's departure from Hong Kong.

I first came across Jenny while I was serving in H.M.S. Belfast in 1960. Jenny was born in Wanchai, but she wouldn't disclose the date. She began her duties as a side party girl in 1933, although her mother, also called Jenny, worked her side party as far back as 1923.

In those days such ships as H.M. Ships Kent and Hawkins received the attentions of Jenny I, as she was known. In 1925 it was H.M.S. Cairo and H.M.S. Durham. In 1927 it was H.M.S. Dauntless, and on to the Frobisher, Berwick, Cornwall, Kent, Suffolk, Canterbury, Vindictive and Dorsetshire.

When I met them they were housed in six sampans and lived at Causeway Bay. Jenny said they were too poor to live

in a house, although she wasn't too poor to sport some very nice pieces of jade jewellery. The side party catered only for big ships and undertook varied jobs — anything from painting the side and scrubbing the decks, to selling bottles of "pop" and collecting pig swill. She claimed that their only source of income was from the sale of "Pop."

Like her mother, Jenny possesses a genuine Service Certificate which has been signed by many past commanding officers of big ships during their stay in Hong Kong. On it is recorded all her recommendations, from Sampan Girl to Chief Sampan Girl and she has been awarded a character and efficiency of V.G. Superior for every single year, with the exception of one V.G. (star), the award of which remains a mystery.

She also holds three good conduct badges, the first being awarded in 1933. Her medals and decorations, include the commander's clasp (1952) and bar to the commander's clasp (1958).

Every commanding officer, without exception, has written very highly of Jenny on her service certificate and "gash" history sheet. Only once was she ever reprimanded, and that was for over-charging on her lemonade bottles and giving the buffer free bottles of "pop". But that was a long time ago.

Rosyth.

Scribes

AIRFIX NEW MODELS FILE

When is an 'E' Boat not an 'E' Boat? When it's an 'S' Boat.

That was the German name which stood for 'Schnellboote' and meant 'fast attack boat'. And no wonder: the craft had triple diesel engines producing a speed of 35 knots.

The British called it an 'E' boat, an abbreviation for Enemy War Motorboat.

At the outbreak of war, 18 of the boats were in service and operations began in the Baltic against Polish shipping. North Sea Patrols started with a second Flotilla based at Heligoland.

In May 1940 with the Western offensive the boats attacked British shipping for the first time. With the capture of French ports, they had easy access to British convoy routes.

Minelaying operations as well as 'hit and run' attacks were carried out

by these powerful boats and night attacks proved to be most successful.

The Airfix 'E' boat is 17 3/4 inches long and captures perfectly the menacing lines of the boat. The kit contains nearly 300 pieces including torpedoes, depth charges, gunners, crew, right down to the German ensign.

You can make either a complete or waterline model with markings for the early series model.

For up to date news and details of Airfix models get the Airfix Magazine.

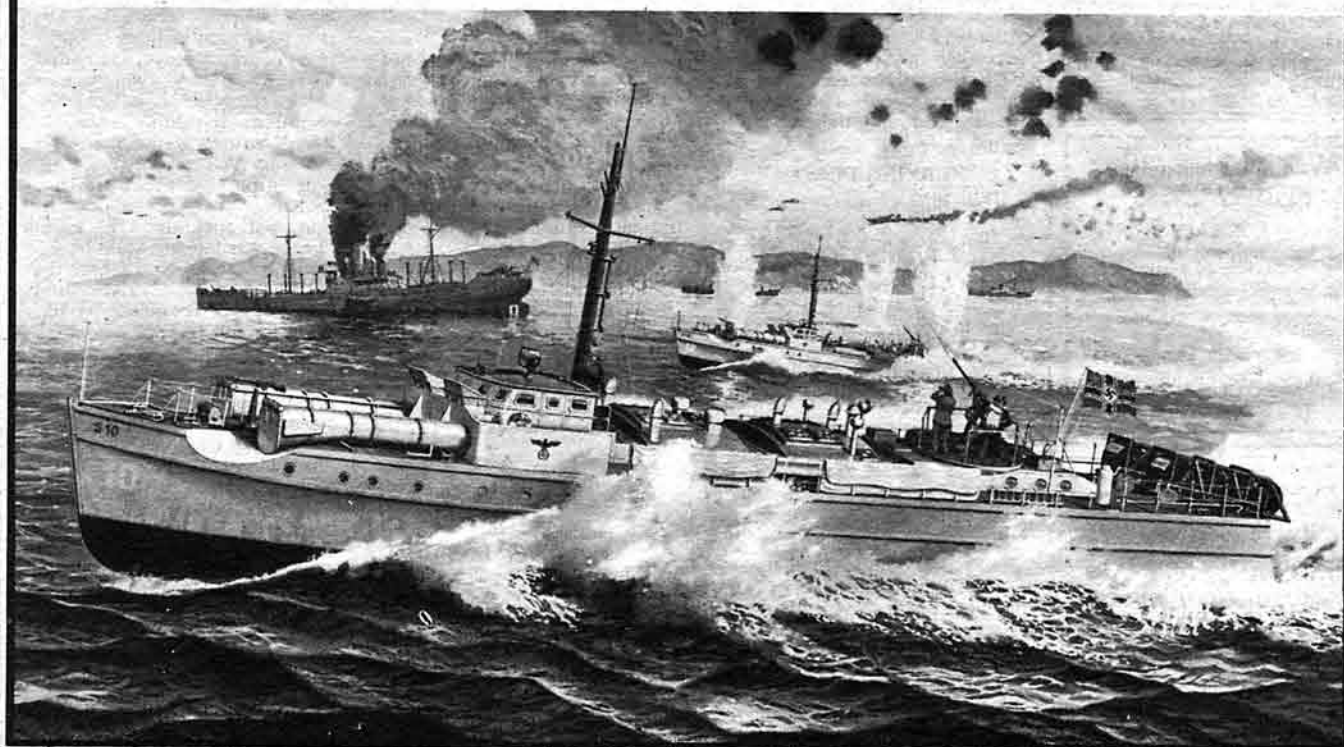


German 'E' boat.
72nd Scale Series 10.
New to the world's biggest range of construction kits.

Technical Details

Date of origin:	1933.
Engine:	3-1,320 h.p. Daimler Benz 16 cylinder diesels.
Top Speed:	35 knots.
Armaments:	20mm Bofors gun plus light machine guns. Four torpedoes.
Overall length:	106ft.
Displacement:	78 tons.
Crew:	18
Range:	600 miles.

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Memories of Arctic convoys are invoked by this picture of British ships escorting Icelandic gunboats Ver and Odinn (right) away from the trawlers. In the centre of the action is H.M.S. Galatea, surrounded by the tugs Statesman, Lloydsman, and Euroman. The photograph was taken from H.M.S. Gurkha by PO(Phot) Walker.



END OF THE COD PATROL

... after 49 collisions

For men of the Royal Navy's frigates, orders to quit Iceland's disputed 200-mile fishing grounds signalled immediate relief from the prospect of further patrols, rough weather, extreme cold, and collision at sea.

The end of "hostilities" on June 1 curtailed the most hazardous and potentially disastrous 16-week phase of the third cod war.

In that time Royal Navy frigates were involved in 46 collisions with Icelandic gunboats. In addition, almost 40 near misses swelled the log of incidents to the point where some observers saw the "war" developing into a lethal form of dodgem cars.

British warships, their vulnerable bows crumpled by the heavily plated sterns of the smaller Icelandic vessels, became an increasingly familiar sight as they limped back to home ports for lengthy and expensive dockyard repairs.

Most spectacular examples of collision damage were to H.M.S. Leander and H.M.S. Falmouth. The latter's

smashed bow had to be cut off in Portsmouth Dockyard and replaced with a completely new section.

While the politicians negotiated a truce to the seven-month-long dispute, the Royal Navy totted up the cost of its involvement.

THE COST

In all, 21 frigates clocked up 90 ship weeks on actual patrol during the third cod war, and were scarred in 49 collisions. Chief sufferers were the Gurkha, Diomed and Salisbury, each hit on seven different occasions. H.M.S. June was next in the league table with five collisions.

The Andromeda (eight weeks), Galatea, Lowestoft and Bacchante (all seven weeks) spent most time on patrol in Icelandic waters. But it was a defensive exercise by no means limited to Royal Navy frigates.

Considerable sea time was involved for Royal Fleet Auxiliary vessels and Royal Maritime Auxiliary Service tugs. In addition, R.A.F. Nimrods flew 158 sorties amounting to 1,311 hours in the air, supported by 19 sorties (47 hours) by R.A.F. Hastings.

Ministry of Defence statistics reveal the extent to which British frigates were involved in the cod war. The figures are for time on patrol, with passage time and time standing off Iceland excluded:

Frigate	Patrol weeks	Collisions	Facts and figures	
Leopard	1	0	Other naval vessels to spend time on guard over British fishermen off Iceland were:	
Falmouth	5	3		
Brighton	3	0		
Galatea	7	1		
Leander	5	2		
Lowestoft	7	1		
Andromeda	8	2		
Gurkha	5	7		
Naiad	5	1		
Bacchante	7	0		
Diomed	5	7		
June	4	5		R.F.A.S. Weeks
Scylla	6	1		
Yarmouth	1	3		
Mermaid	5	4		Tidepool 12
Tartar	6	4	R.M.A.S. tugs	Olwen 11
Salisbury	4	7		Tidereach 1
Dundas	2	0		Blue Rover 3
Eastbourne	2	1		
Exmouth	1	0	Roysterer 8	
Achilles	1	0		Rollicker 5
21 frigates	90	49		Typhoon 4

Submarine 'war' of the scientists

Stories of war are full of astonishing revelations. After the unrestricted U-boat activities which so nearly brought victory for Germany in the First World War, the state of unpreparedness for the Second is quite remarkable.

America came in on both conflicts, but when, would anyone imagine, did the United States Navy get its first standard manual of anti-submarine warfare?

Not until an issue to the Atlantic Fleet in August 1942, according to Anthony Watts in "The U-Boat Hunters," one of the MacDonald and Jane's illustrated war studies, published at £4.95.

TURNING POINT

This 1939-45 account is not only a blow-by-blow story of the bitter war at sea, but delves into the other "war" behind the scenes — the struggle of opposing scientists and technicians to develop new ideas and weapons.

For Britain the battle was almost lost. Then came the

BOOKS

turning point and a Nazi triumph was wrenched from their grasp. But the pendulum was already swinging the other way when Allied forces landed in Europe.

In but a few more months, new and better U-boats would have given the Admiralty grave concern, and sent current training methods haywire. For the Nazis, the chance did not come, as the Allies over-ran the building yards and factories.

Mr. Watts gives an excellent factual description of weapon development, and the integration of scientist and sailor in the achievement of success.

AND BY THE SAME AUTHOR...

Who or what was the "intelligent whale?" The answer to this and countless other questions which might come to mind about the history of submarines can be found in "A Source Book of Submarines and Submersibles," written and compiled by Anthony Watts.

Judging by her picture, "whale" looks an apt description, but apparently the intelligence was lacking. Built by the Federal State of North America in 1864 and hand driven at a speed of four knots, she proved very difficult to manoeuvre.

From early developments, the book comes right up to the present-day Trident which is to replace the Polaris in the U.S. Navy and can operate a new missile with a range of 6,000 miles.

In his introduction the author concludes that the future holds exciting possibilities for the commercial application of submarine techniques and "rather terrifying" ones in the military sphere — and few will disagree with that.

The profusely-illustrated pocket-sized volume is published by Ward Lock Ltd (price £2.25).

DEATH OF A NAVY

With the fall of France in 1940, the British War Cabinet took the agonising decision to control, or, if that proved impossible, neutralise the French Navy, at that time the fourth largest in the world.

The destruction of the French Atlantic Fleet by the Royal Navy in July 1940 is graphically reconstructed in "The Deadly Stroke" by Warren Tute, now available as a paperback from Pan Books Ltd (price 80p).

What happened at Mers-el-Kebir as British 15-inch guns shattered the French Fleet and killed 1,300 of their recent allies posed questions which have echoed down the years. Was the action necessary; who was right and who was wrong?

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'Good' reason for missing the boat

Two ratings from H.M.S. Exmouth decided to test the strength of pedal power against their own ship in a race from Portland to Manchester. But on arrival they found they had "missed the boat" — or to be more precise the ship had never been there to be missed.

For on her way north the Exmouth had been diverted to the Cod War instead of "turning right" for the courtesy visit to Manchester.

The ship-bikes race had all started with bets and sponsorship by ship's company members in aid of a good cause.

Problem set by the ship's diversion was to get the men back on board. Arrangements were made for the pair, LREG Leslie Hall and LSA Paul Biddlecombe, to travel further north to Rosyth, where they joined R.F.A. Olwen for the passage to Icelandic waters. Here they transferred by helicopter to their own ship.

So all ended well, and Manchester branch of the Multiple Sclerosis Society benefited by more than £140 as a result of their efforts.

BUBBLY LAUNCHING FOR MUSEUM DISPLAY

The first phase of the development of the Fleet Air Arm Museum at Yeovilton — now one of the major tourist attractions in the West Country — was completed with the official opening of a display featuring the Modern Navy.

Housed in an impressive half-scale representation of the afterpart of H.M.S. Exeter, the latest Type 42 destroyer, the display enables the museum to tell the story of naval aviation right through to the present day.

The display was "launched" by Rear-Admiral P. B. Gick, who smashed a bottle of bubbly at the entrance. It was Rear-Admiral Gick who conceived the

idea of a naval air museum in 1962, when he was Flag Officer Naval Flying Training. At that time he instructed Cdr. (now Capt.) K. A. Leppard to investigate the possibility of starting the Fleet Air Arm Museum and to write a paper on the subject. Capt. Leppard, who is now Director Public Relations (Navy) attended the "launching" ceremony.

The museum re-opened to the public in April after extensive reorganization in the new exhibition hall, which has almost doubled the under-cover accommodation for aircraft and other exhibits. There are now 39 aircraft on display, including 30 under cover.



Rear-Admiral P. B. Gick launches the new display. Behind him are

Vice-Admiral Sir Peter Austin, Flag Officer Naval Air Command, and

Capt. K. A. Leppard, Director of Public Relations (Navy).

SHOW NAVY

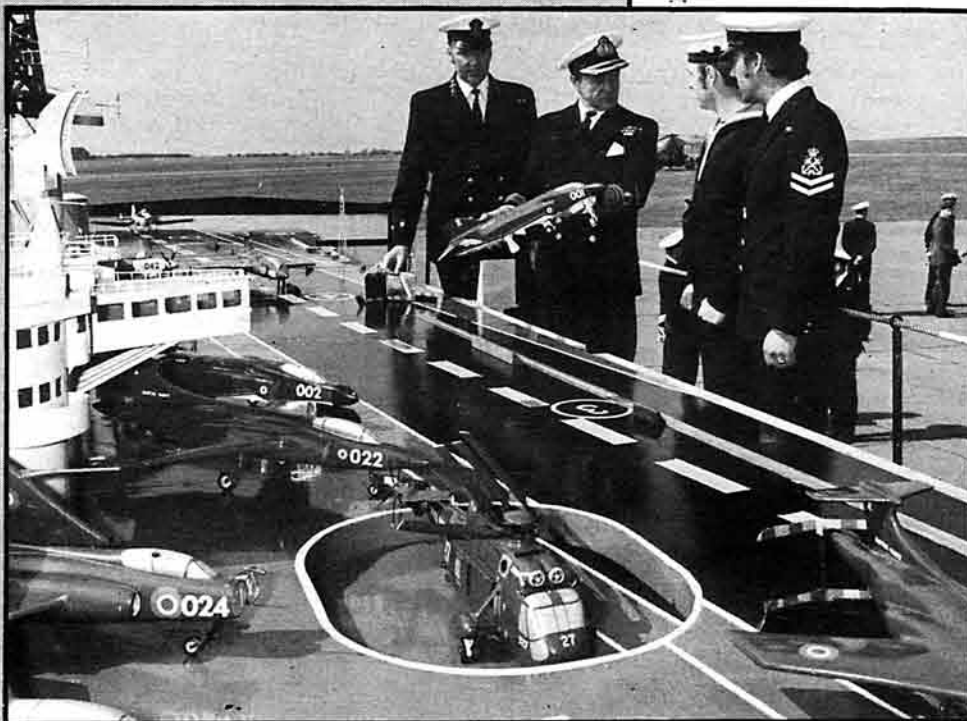
At fetes and shows, on sea fronts and in civic centres, and even on garage forecourts, the Royal Navy and Royal Marines will be seen by the public throughout the summer.

The 1976 "touring season" for an impressive collection of mobile exhibitions, displays, and recruiting caravans began with a review by Vice-Admiral Sir Peter Austin, Flag Officer Naval Air Command, at the Royal Naval Aircraft Yard, Wroughton.

Largest of the 20 or so exhibitions are housed in 40ft. trailers, which have this year replaced air tents. They include displays featuring the Fleet Air Arm, the Submarine Service, the Royal Marines, weapon and electrical engineering, mechanical engineering,

supply and secretariat, operations branch, adventure and travel.

● Admiral Austin is pictured (above) beside one of the most popular exhibits, a 34ft. model of H.M.S. Ark Royal, with a full range of naval aircraft.



Snakes alive!

Now that the monster-watching season is upon us again and activity at Loch Ness increases daily the Naval Library has come up with a reminder of another phenomenon of The Deep — The Great Sea Serpent.

An article claiming to clear up the mystery of the serpent appeared in the Nautical Magazine of 1848, producing as evidence a letter to the Admiralty in which Capt. Peter McQuhae described an "extraordinary animal" seen by officers and crew of H.M.S. Daedalus on passage from the East Indies to Hamoa.

"On my attention being called to the object," wrote Capt. McQuhae, "it was discovered to be an enormous serpent, with head and shoulders kept about four feet constantly above the surface of the sea."

At least 60ft. of the animal was showing, there was no indication of how it propelled itself, but it held a straight course and rapidly passed the ship.

DIAMETER

"The diameter of the serpent was about 15 or 16 inches behind the head, which was, without doubt, that of a snake, and never, during the 20 minutes that it continued in sight of our glasses once go below the surface of the water, its colour a dark brown, with yellowish white about the throat."

"It had no fur, but something like the mane of a horse, or rather a bunch of seaweed washed about its back."

Bottled in Scotland for the world to enjoy



Yarmouth supply men knock up 142 for 7



With a score of 142 for seven, and the end of the innings not yet in sight, H.M.S. Yarmouth supply department is claiming a record.

For 142 years is the combined length of service put in by the frigate's supply officer and his senior rates. Pictured (from left to right) are POSTD John Bradley (24

years' service) from Cowdenbeath; POWTR John Howlieson (18 years, 12 with R.A.F.) from Rosyth; POCK "Dick" Turpin (the department's baby with only 13 years) from Hightown West, Yorkshire; POCA Gordon Brownhill (15 years) from Rosyth; POCK Terry Joyce (20 years) from Portsoy,

Banffshire; CPOSA Harry Glass (27 years) from Bellingham, Northumberland; and the supply officer, Lieut. Brian Rowland (25 years) from Dunfermline.

Footnote: The Yarmouth's ancient mariners wish it to be known there is no truth in the rumour that they really need those walking sticks.

TWO PAGES . . .

REASON FOR
BADGE DELAY

"Could you please tell me why," writes a naval wife to the Editor, "in these days of money shortages, I have to replace my husband's radio operator's badges for radar badges when in a while I will have to change them all again for the new Ops badges when they come out?"

The simple answer, given in reply to Navy News inquiries, is that the girl's time will not be wasted, because the new Ops badges are not yet "just round the corner".

The issue of badges is not only bound up with questions of money and designs, but there is also a great deal of discussion going on at Head Office on general manufacturing arrangements.

Information will be passed on to the Fleet as soon as anything definite emerges.

Haslar
visitors

A letter to Navy News suggested that in future, no children under the age of 12 would be allowed to visit patients in the Royal Naval Hospital Haslar, and went on to emphasize the difficulties of wives who had to travel long distances, or who could not find baby-sitters.

Navy News is informed that there has been no change of rule, and that, as before, the question of visitors is at the discretion of the ward sister.

Regard has to be paid to the welfare of other patients — as is the case in other hospitals — but families with visiting problems should explain the circumstances to the ward sister concerned.

Disillusioned
Navy wife

If "Disillusioned Navy wife" would like to send her name and address — not for printing unless she wishes it — we would be pleased to consider her letter for publication.

Navy News

No 265 23rd year

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Wrens and naval wives make a pretty picture during a break in a practice run for Hong Kong's traditional Dragon Boat Festival. The ladies were one of three teams entered by H.M.S. Tamar — the other two comprising Tamar personnel

and LEPS. Despite hard practice sessions under the training of CPTI Norman Price helped by Fleet Chief Stwd Jack Spencer, and despite the fact that there were no capsizes this year, none of the three was a victor. Picture: LA(Phot) John Lugg

When the electricity
meter is locked up

Advice to electricity consumers, in the June issue of Navy News, included the suggestion to learn how to read the meter, and thus avoid being caught unawares by a hefty bill. The idea prompted a swift reply from Mrs. P. Hewitt, whose home is on the Royal Navy's Rowner estate.

"Many families at Rowner," she said, "are unable to adopt this suggestion, as the meter is behind a locked door, the key to which is held by the Electricity Board. 'We don't even know when the meter has been read.'"

Being somewhat floored by this situation, Navy News confirmed from the Electricity Board that some of the meters at Rowner were indeed in a locked exterior box, a spokesman saying that the keys were held by the Department of the Environment, from whom they were obtained for reading purposes.

Faulty

So what would Mrs. Hewitt do if she had reason to suspect that an exceptionally high bill was looming?

Well, if she has steam coming out of the hot tap or some other evidence that equipment inside the house is faulty, she should switch off where possible, and inform the D of E that something was wrong.

If nothing gives cause for concern, but a large bill arrives, the meter may be faulty. A complaint to the Electricity people will first of all bring an inspector.

If he gives a "nothing obviously wrong" report, the householder can ask for a meter check. If the meter is then found to be faulty, it will be replaced and the customer given a refund.

Reluctant

On the other hand, if the meter if proved to be satisfactory, then the customer will be charged £1 for the test.

It is only too well realised, however, that this does not help the customer to take avoiding action if consumption is obviously outstripping her ability to pay.

"The 'outside meter' idea is frequently adopted nowadays,

because of the large number of working wives. The Electricity representative can read meters quickly, and thus keep down costs.

It would probably be difficult for the D of E to provide an instant solution to this problem. The cupboard keys are held by them, but they might well display reluctance at lending them out.

In a civilised society, there would be no difficulty, but

thieving and vandalism hamper the way to commonsense methods.

Undoubtedly the pressure is on authority as well as on the consumer to help in the anxiety over soaring electricity and gas bills. If the need is proved for a second look at Rowner meter methods, the residents would be grateful for consideration.

DAY AT SEA
IN WALRUS

LS "Wattle" Grant and his wife Janet relax in the Forward Mess of H.M.S. Walrus during the first families day of the present commission. Thirty wives, parents, children and girlfriends enjoyed a surface passage down the Clyde, followed by two hours dived off Arran. Most visitors were able to "double up" in their host's positions, including Mrs. Rolsin Lane-Nott "in command" in place of her husband, Lieut.-Cdr. R. C. Lane-Nott.

Picture: LA K. W. Taylor

The world's largest selling gin.



... **FOR FAMILIES**

Navy home loans and the law

The Admiralty Board have quashed the conviction and sentence on a leading seaman who, at a Devonport court martial, had been found guilty of stealing £1,143 of Crown money by failing to repay a Navy mortgage loan on selling his house.

The sentence of the court martial was that he be disgraced and suffer the consequential penalties.

This being a case of a "guilty" finding on a "not guilty" plea, the normal procedure was followed of the Judge Advocate of the Fleet reviewing the case as the independent adviser to the Admiralty on matters of law.

As a result of his report, the Admiralty Board decided to quash the conviction and sentence.

According to the regulations, a rating who receives a "long service advance of pay" to enable him to put down the deposit on a house must repay the full amount at once

should he decide to sell the house and not proceed immediately with the purchase of another.

No procedure

The leading seaman who was court-martialled was the first advance-of-pay recipient to be proceeded against in this way.

In the absence of the repayment rule being observed, there is no procedure laid down for the recovery of the money, but every recipient is party to a contract, one of the clauses being that the money will be

recovered by deduction from pay in the last ten years of service. Where service ends before clearance of the loan, the balance is to be taken from any terminal benefit.

One way or another, the requirement to repay the money remains, and Navy News understands that in the case of the leading seaman he has agreed to an arrangement for a monthly deduction from his pay to clear the loan — and also cover an extra amount for interest. (Normally house loans are interest-free.)

Although in the case of the Devonport leading seaman the theft charge "did not

stick," it would be unwise to assume that no charge of any kind would follow a similar case of failure to repay a loan in accordance with the regulations.

Naval legal experts will be examining the implications of the court martial sequel in relation to the regulations as they stand.



John Cadogan-Rawlinson, son of the ship's commander, Cdr. K. R. B. Cadogan-Rawlinson, tries out a swing rigged between the barrels of H.M.S. Blake's 6in. guns. With other young sons of the ship's senior officers, John spent two days at sea in the cruiser.

WORTH THE EFFORT . . .



Mr. and Mrs. E. J. Peak travelled 12,000 miles from New South Wales, Australia, to see their son Brian pass for duty as a Royal Marine Commando. He won the King's Badge for being the best all-round recruit in his squad, and was also awarded the Tooley Trophy for being the best section commander in the troop. Brian and his parents are seen talking to the Second Sea Lord, Admiral Sir David Williams.

THE FIRST HACKSAW

This tale which I shall now unfold
Is all about the days of old . . .
You may have read, each lad and lass,
When seated in your History class,
Compelled to study massive tomes,
How, when Crusaders left their homes,
To join the fight with Lion Heart
Against the infidel upstart,
They kissed their wives and waved their spears,
And rode away: perhaps for years . . .

Now, if your minds are rather low —
Like other people whom I know —
You may have wondered if these wives
Led sheltered, quiet, virtuous lives:
Or, on the contrary, perhaps,
Had fun and games with other chaps,
To save themselves from getting bored
While separated from their Lord . . .

Crusaders were not so dull-witted,
And strong safeguards had not omitted:
To shield their wives, so young and pretty,
They fitted things called Belts (Chastity)
They fastened them to wives and daughters
Snugly round their private quarters.
And said: "We know that this may hurt you,
But it will at least protect your virtue,
And stop your funny little capers,
And keep your names out of the papers!"

Now, in those days there was a Tiffy,
Who made it known that in a jiffy,
He could with ease the ladies free
From irksome belts of chastity.
The first hacksaw he had invented,
And thus their freedom implemented.
(It wasn't easy to do it right:
They made him keep his eyes shut tight)
But he could saw with cunning hand,
The padlock from the iron band:
It was a pleasant occupation,
And brought him rich remuneration . . .

Now when my Lords had news of him,
They somehow took dim views of him,
And when returned from war's captivity,
They punished him for his activity
By cutting off his head. What's more,
They did it with his own hacksaw . . .

Now, when at last he had to Hell come,
The other inmates made him welcome:
And lady-devils said they thought
It was a shame that he'd been caught!
But Satan said: "Now just sit back,
A full revenge you shall not lack!"

In course of time, or even less,
Each baron and each baroness
Yielded up their mortal breath,
And came to Hades on their death:
Emitting cries of indignation,
It was, they said, beneath their station . . .
Satan told them: "Take it easy,
You all are senile, bent and wheezy!
Your youthful vigour I'll restore,
And make you full of zing once more!"

He waved his tail and they became
Young in feature and in frame.
The Lords looked at their ladies gay,
And found new interest in the way
Their lovely forms curved in and out:
Not too thin and not too stout . . .
Satan let them gaze their fill:
Then he cried out "Come here, Bill!"

Lo! and behold! in half a jiffy,
Complete with tools appeared the Tiffy.
And to each lady, young and pretty,
He fitted brand new belts (chastity)
Satan seemed quite interested,
As he watched them tried and tested . . .

Then he said: "There's one thing more,
They're ain't no hacksaws in the store!"

Jesse Pearce

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Good Causes

Coventry walkers net £1,050



Junior ratings from H.M.S. Dolphin, who spent a week helping to clear part of the Kennet and Avon Canal, were visited by the Duke of Edinburgh during their labours.

The Duke was a guest of the British Waterways Board and was being shown progress on a scheme to rejoin the water link between the Thames and the Bristol Channel.

Five junior ratings under training at H.M.S. Dolphin were set to work under Lieut. Mike Manisty to help clear the highest point of the canal at

Crofton, near Marlborough, Wiltshire.

The project was a useful community relations exercise but it also gave the opportunity for the Juniors to undergo some adventurous training.

Lieut. Manisty is pictured talking to the Duke of Edinburgh about the Royal Navy involvement in the canal clearing exercise.

Photo: CPO(Phot) Tony Wilson

Even if the cap doesn't fit, you can wear it. . . Shy at first, this little lad in Ham Tin village in Hong Kong's New Territories was soon won over by Cdr. Tim Sloan, senior officer of the Hong Kong Squadron and commanding officer of H.M.S. Wasperton, which put ashore members of the crew to repair the village's generator. The villagers had been without electricity for months.

Photo: Sgt. S. C. Leeds.



Tartar's day out

Physically - handicapped children from the Chailey Heritage Craft School, near Lewes, Sussex, spent a day by the sea with sailors from the frigate H.M.S. Tartar.

The sailors helped staff from the school to treat the children to a picnic lunch and tea on the seafront at Littlehampton. During the second of her two "cod war" patrols, the Tartar's company collected more than £100 for the Chailey Heritage School.

H.M.S. Coventry's happy band of marathon walkers raised £1,050 by completing the long haul from Birkenhead — where the new Type 42 guided missile destroyer is being fitted out — to Coventry.

The money will be used to buy a second-hand 39-seater bus for the City of Coventry's social services department. A bus has been found and, after minor repair work maintenance and repainting at Birkenhead, will be handed over to the city at the end of this month (July).

Volunteers from the industrial and Marine Division of Rolls-Royce (1971) Ltd. at Ansty will maintain the bus in Coventry. It will be used for special trips for the social services department, and will be available to volunteer groups in need of such a vehicle.

● A cheque for £500 has been presented to Plymouth Friends of the Disabled by the captain of H.M.S. Raleigh, Capt. Robert Gerken. The Torpoint training establishment raised the money with a sponsored swim.

More than £300 was raised by the petty officers' mess in H.M.S. Pembroke, Chatham, during a contest to find the local darts champions. Elimination heats had already been held in 50 local pubs.

Proceeds from the event were given to the Patricxbourne Children's Home at Rainham, Kent.

WHY SCEPTRE'S — WALKERS RAN



To stand a chance of winning the gruelling Keswick to Barrow "walk," teams have to run at least 30 of the 40 miles which make up the course.

Yet no less than 1,800 people assembled in May to take part in the £15,000 charity event. Among them were teams from H.M.S. Sceptre and H.M.S. Superb, the nuclear submarines under construction in Barrow, who compete annually with teams from Vickers Shipbuilders for the Resolution Cup.

In spite of exceptionally bad weather, the first Navy walkers were staggering to the finish in just six hours.

Pictured below is the H.M.S. Sceptre team.

ANTELOPER'S MARATHON

When POPT 'Matt' Dillon, of H.M.S. Antelope, set out to walk nearly 200 miles from Portsmouth to Plymouth Dockyard, the cynics scoffed, especially as he set himself a time limit of three days.

The cynics were proved wrong when PO Dillon arrived 53 hours 11 minutes after setting out from H.M.S. Antelope in Portsmouth, an average speed of 3.7 m.p.h.

During that time he walked

without sleep, pausing only to snatch a bite to eat on four occasions.

PO Dillon's walk raised £120 for the Hillrise Children's Home in Hereford, which was adopted by the Antelope while her ship's company were still assembling in Woolston prior to acceptance.

After his magnificent achievement, PO Dillon appeared tired but otherwise

none the worse for his ordeal. In recognition of his feat (or feat?), PO Dillon was presented with a pair of boots mounted on a shield bearing the Antelope crest.

More recently, the Antelope's amazing Club Swinger demonstrated his stamina during a sponsored run to the top of the Rock of Gibraltar, coming first out of a field of nearly 40 runners and achieving a time of 21 min 51 sec, the fastest recorded for over a year.



Success crowned the efforts of the Royal Navy Ten Tors team from R.N. air station Yeovilton. Of 64 teams starting the 55-mile senior course, only 17 finished as complete teams, and the Yeovilton men set the third fastest time.

While preparing for the trek, the team sought sponsors, and as a result of their efforts, £300 was raised towards a paddling pool for children at Selwood Hospital, Frome. A contribution is also being made towards

repairing the roof of the church at Alford.

In the picture (above) team members are congratulated on their return from the end by the Yeovilton commanding officer (Capt. H. J. Abraham).

HASLAR FINISH TEN TORS

A team from R.N.H. Haslar, the first team from the medical branch to enter, completed the exhausting Ten Tors walk with 18 minutes to spare. It was one of only two Service teams from Portsmouth Command to complete the 45-mile course with all six members intact.

The Haslar team, entered in the 17 to 18 years class, consisted of PMT Cooke, PMA Lane, PMA Pinkney, PMT Wyatt, PMA Burton, PMA Stowell, PMA Aldwinkle, PMA Davey, PMA Turner, and PMA Poole. Team manager was MTI Saunders, with POMA Page as his assistant.

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VAIL

Good Causes

Digging the Romans

The Romans called it Venta Belgarum. Twenty ratings from H.M.S. Collingwood called it blooming hard work.

Winchester (Venta B to Caesar's mob) was the setting for a spot of pick and shovelling when the Collingwood volunteers turned out to help clear top soil from a Roman burial site in the ancient cathedral city.

The sailors, who had just finished their training, unearthed a lot of interesting articles, including an intact medieval pot.



While steaming round the world on their recent nine-month deployment, officers and men of H.M.S. Ajax raised more than £600 for the Trengwath Children's Home, Plymouth.

The money was spent on video equipment, which was presented to the home by Capt. John Mackenzie, commanding officer of the Ajax. He was accompanied to the home by CPO Eric O'Bree and PO Ian Mitchell, both of whom had been closely involved with the Ajax's fund-raising activities.

CPO O'Bree (left) and PO Mitchell are in the foreground of our picture, with Capt. Mackenzie seated behind PO Mitchell.



Photo: CPO (Phot) Tony Wilson.

Hop it, fellows! Portsmouth Bunny Janet puts seven likely lads from the guided missile destroyer H.M.S. London under the starting flag seconds before sending them on a marathon run to the Tower of London.

The team of Peter Mogford, Bob Hart, Ben O'Carroll, Gregory Webb and Bruce Franklin, with Dave Gill and Bob Fagan in the support vehicle, faced an 87-mile run to raise money for the British Olympic Appeal Fund.

Two days were scheduled for the marathon, with the team running five-mile stages, and camping overnight at Guildford. More than £500 had already been promised by sponsors.

Arrow links with Erskine hospital

A radio appeal for funds has led to a close liaison between H.M.S. Arrow's company and the Princess Louise Scottish Hospital for Limbless Sailors and Soldiers at Erskine.

PO W. Ferry and POREL M. Letford of H.M.S. Arrow made a collection in response to the appeal, and duly visited the hospital which is close to the Yarrow Shipyard where the Arrow was then being built.

More visits by the ship's company fol-

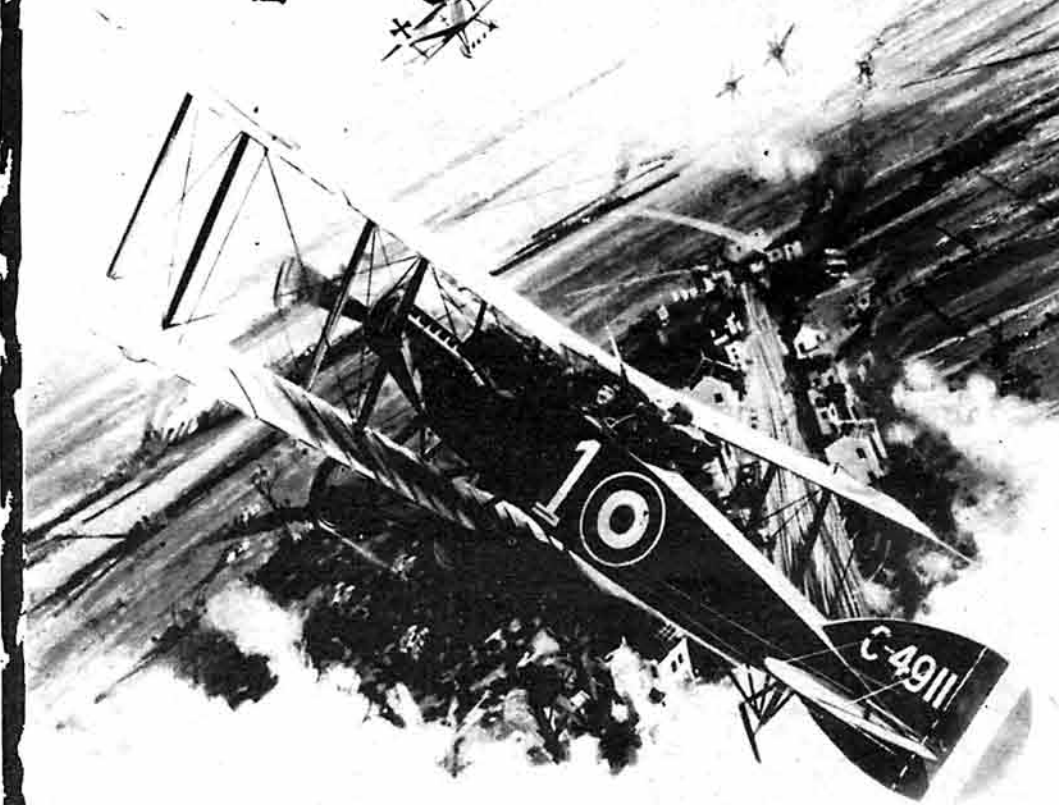
lowed, on each occasion to deliver barrels of beer and other "goodies" for the patients.

Such was the popularity of the liaison that the patients asked for a picture of H.M.S. Arrow as a permanent reminder of her company's generosity.

Footnote: This month the Arrow, commanded by Cdr. Nicholas Barker, is due to be commissioned while on a visit to her adopted town of Sunderland.

THE ROYAL TOURNAMENT

EARLS COURT JULY 14-31st 1976



In 1914 war took to the air in deadly earnest. With the battle-front bogged down in the trenches of Flanders, combat in the air quickly captured the imagination of the general public.

The dog-fight became a deadly duel in which the victor became an overnight hero. Men like Werner Voss, Eddie Rickenbacker, James McCudden, René Fonck and Richthofen – the Red Baron – became the great 'aces' of the sky. This year, The Royal Tournament remembers them in a dramatic dog-fight finale high over the Earls Court arena.

And that's just one part of this year's exciting show.

There's also:

- Unarmed Combat from the Royal Marine Commandos.
- The famous Field Gun Race – a trial of strength and split-second timing.
- Precision Gymnastics from the Junior Leaders of the Royal Engineers.
- Plus horses, guns, tanks, music, marching, colour and non-stop action.

Don't miss The Royal Tournament. There's no other show like it in London. Book your seat today by phoning The Royal Tournament Box Office – 01-371 8141 – or Usual Booking Agents.

A SPECTACLE OF COLOUR, SKILL & COURAGE



The Queen has approved the introduction of a Defence Council badge (above) which will primarily be used to distinguish publications issued by the Command of the Defence Council, although it may also be used for other appropriate purposes where the authority of the Defence Council is involved.

The heraldic description is as follows:

On a silver (white) oval within a blue circlet edged, embellished and inscribed THE DEFENCE COUNCIL all in gold, a blue fouled anchor cabled silver (white) and blue, charged with cross swords points upwards both in red, charged in turn with an eagle in flight coloured blue with its head to the viewer's right, the whole ensigned by the Royal Crown.

DCI (General) S 67

DCI CHANGES

Defence Council Instructions, starting in July 1976, are to have changes in content and series, following recommendations of a study team. The ultimate aim is that each Service should only have to refer to one series of DCIs, but in the case of the Navy, further consideration (in consultation with commanders-in-chief) will be given to the most suitable arrangements for promulgating instructions of a long-standing nature, which are at present included in DCIs. The view of the study team is that such instructions should be promulgated by the speedy amendment of an appropriate publication.

DCI (General) S 63

Staff cuts

Marine Services organizations are facing a ten per cent. staff cut over the next two years and customers are warned that there will be a reduction in the standards of services provided.

Cuts include staff in rigging centres and in the number of operational vessels and craft — for example, HL(D)s and fleet tenders.

DCI (RN) T 260

Dearer films

Recreational films are to cost more. Due to continuing inflation, the Royal Naval Film Corporation were faced with the decision either to increase charges or to lower the standard of the service provided. After sounding opinion in the Fleet, the Corporation opted for higher charges, from June 1, 1976.

DCI (RN) 261

Reunion trips

Payment of Local Overseas Allowance is one method of assisting wives to visit their husbands on unaccompanied duty abroad. Families considering one of these "reunion holidays" should make a careful study of the rules.

The Admiralty Board are still unable to help with the cost of travel, although plans have been formulated for discussion when economic circumstances permit.

DCI (RN) S 90

Essay

"The Navy in the 1980s — Welfare or Weapons" is the challenging title for the 1976 Lieut.-Cdr. Hooper essay prize competition, which is open to junior ratings.

No first prize was awarded in the 1975 contest, but Wren S. J. Scott was placed second, winning £15.

DCI (RN) T 264

GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

DISASTER

In the event of a disaster at sea in a Royal Navy vessel, next-of-kin would be surprised and worried if there was any doubt as to the availability on shore of the name and particulars of every person involved.

While the Submarine Branch has this requirement well "buttoned up," the situation is not so simple in surface ships, especially in view of the constantly changing trickle-drafting, cases of compassionate leave, and other factors.

A Fleet Management Services Study Team is to produce a report on "economical procedures for maintaining readily-accessible records of all souls on board H.M. surface ships at sea, and their next-of-kin, for use by the Central Casualty Section."

DCI (RN) T 245

... and how to avoid it!

When Royal Navy men braze pipe fittings, they probably never give a second thought to cadmium oxide — even if they have heard of its existence. This "fume", which can be given off during brazing, is a potential health hazard and evaluation trials have been held to remove the risk.

Existing stocks of Johnson Matthey Easy-flo No. 3 and alloy conforming to BS 1845 AG1 may be used up "under well ventilated conditions," but tests have confirmed that Johnson Matthey's Silver-flo 55 and alloys of identical composition (for example Sheffield Smelting Grade M.25T) possess adequate strength and corrosion resistance to replace the cadmium containing alloys.

The status of BS 1845 AG5, already a cadmium-free brazing alloy, remains unchanged.

DCI (RN) S 91

Open courses

Service personnel may participate in Open University courses while stationed in the United Kingdom, in the same way as civilian students. The official explanation includes advice on the refund of fees (applicable to Service students only).

DCI (General) S 76

Plessey trophy

The Plessey Marine Air Anti-Submarine Warfare Trophy for 1975 has been awarded to CACMN J. C. Dollin.

DCI (RN) T 238

Depot closed

The Mooring and Salvage Depot at Dover has been closed and the tasks transferred to H.M. Naval Base, Chatham.

DCI (RN) T 246

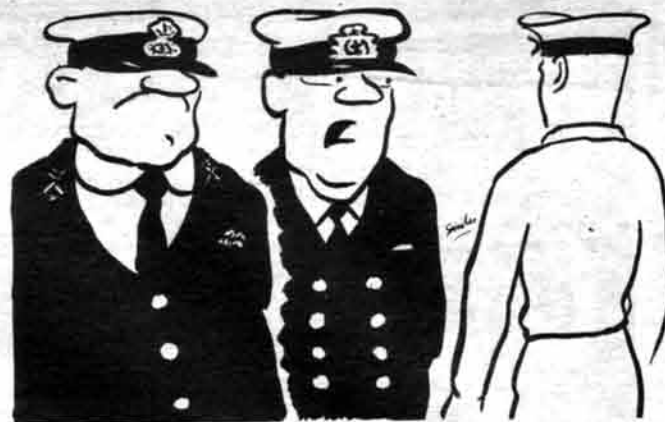
Uniform review

Several changes have taken place in Service wear, and an official statement has now been issued giving a comprehensive summary of the improvements which resulted from the review of officers' uniform.

The aim of the review was to limit costs (both to the Service and to individuals) by the use of easy-care, ready-made garments, to attain a more versatile range of uniforms by using the same garments in different combinations for varying purposes, to standardise as far as possible with other Services, and to eliminate "optional" items where possible.

The DCI mentions items that have already been introduced, including the heavy wool jersey, improved day shirts, and mess dress trousers (not previously allowed as "kit"). Changes in train include better shoulder badges and a replacement AWD shirt, while future changes will bring in self-supporting worsted-polyester trousers and windproof jacket (both to be available from cash clothing stores). Subsequently, overcoats will be replaced by topcoats worn with shoulder straps. Lightweight nylon raincoats will be added to outfits later, but their purchase is not yet programmed.

DCI (RN) T237



"Something odd about that chap, Chief. I found him reading DCIs the other day."

Extra fives

Names are announced of the candidates successful in their applications for continuance in service for periods of five years beyond 22 or 27 years. The list is much shorter than was usual in past years, but the present situation was fully explained in the June issue of Navy News.

The official advice is this: Sorry if the diminution in opportunities has caused disappointment, but do not be deterred from applying when your turn comes. You may be in luck.

DCI (RN) T 236

UP THE MOUNTAIN...



H.M.S. Royal Arthur's Black Mountain record has been cracked again.

Last September base camp in the mountains was moved from Cwmyoy to Ty Isaf, and since that time it has been considered more difficult to gain maximum points on the 36-hour trek carried out by all petty officers on course at the POs' leadership School.

The new base camp is more central in the area and any route taken involves more climbing and descending (which many ex-students will remember as being harder on the knees).

But records are there to be broken and at the end of May a team of Royal Arthur staff did it in style. The team was led by Lieut.-Cdr. Chris Green and consisted of CPO John King, CPO Mick Kirk, and POMA Tony Pitts. On the trek they had a stop of one hour, and another of two, and completed the 66-mile route in 35 hours 50 minutes, averaging 2 m.p.h.

Last time maximum points were gained on the trek was also by a staff team — in 1974 and using Cwmyoy as the starting point.

● Left: The successful team who gained maximum points on the Black mountain trek using the new base camp: Lieut.-Cdr. Green, CPO King, CPO Kirk, and POMA Pitts.

... UP THE ROCK

Following her stay in Gibraltar, H.M.S. Bacchante is now in the United States as one of the Royal Navy ships involved in the Bicentennial celebrations.

She is spending a week visiting Wilmington, Delaware, before joining up with H.M. ships London and Lowestoft to take part in the Fleet Review in New York on July 4.

Events in which ship's company members took part at Gib. include the traditional Top of the Rock Race, a swimming gala and barbecue.

● Right: Taking a breather after the Rock race are the first six to reach the top: OS Gary Emery, AB(S) Raymond Attiwell, RO Brian Powell, Lieut. Frank Wallbridge, LOEM Melvin Dobbs, and SA Steven Bedford.



BELLS FOR HECATE

The ocean survey ship H.M.S. Hecate, which has completed an eight-month refit at Devonport, was rededicated at a ceremony on June 11.

Some 200 guests attended, including Lady Yarrow, who launched the ship in 1965. Assisted by the ship's youngest rating, JMEM Kevin Lee, Lady Yarrow cut the rededication cake made by cooks on board. To commemorate the rededication a quarter peal of 1,260 changes was rung at a local church.

After work-up at Portland, the ship is visiting Bristol, followed by a three-week survey of the

Celtic Sea. Later she is due to return to Devonport for the fitting of new radio navigation equipment in preparation for a Mediterranean survey in the autumn.

During the Hecate's refit her messdecks have been modernized and the air conditioning plant improved and, with strengthened hull for passing through ice, she can operate anywhere in the world. Her specialist equipment is designed to obtain detailed data from the deepest ocean depths.

She has a ship's company of about 120 and is commanded by Cdr. Geoffrey Hope.

SOUTHDOWN WEEK-END LEAVE

Operate Official Express Service for Service Personnel

EVERY FRIDAY

Travel Warrants individual or in bulk accepted on these Services.



Special Note: Coaches now set down and pick up at Chester and Birkenhead

Newcastle upon Tyne	£10.20	Coventry	£4.60
Sunderland	£9.70	Warwick	£4.35
Middlesbrough	£8.95	Banbury	£3.75
Stockton on Tees	£8.95	Oxford	£3.10
Darcaster	£6.65	Worcester	£4.90
Leeds	£8.20	Gloucester	£4.35
Barnard	£8.20	Cirencester	£3.75
Huddersfield	£7.65	Swindon	£3.40
Sheffield	£7.15	Marlborough	£2.95
Chesterfield	£6.65	Plymouth	£5.90
Nottingham	£6.15	Newton Abbot	£4.55
Leicester	£5.40	Exeter	£4.15
Northampton	£4.60	Portland	£3.10
Reading	£2.35	Dorchester	£3.10
Liverpool	£8.20	Swansea	£5.90
Birkenhead	£7.95	Cardiff	£5.10
Chester	£7.65	Newport	£4.85
Manchester	£7.15	Bristol	£3.50
Warrington	£8.45	Bath	£3.20
Newcastle under Lyne	£6.15	Salisbury	£1.90
Stafford	£5.90	London (Portsmouth)	£3.10
Wolverhampton	£5.40	London (Gosport)	£3.10
Birmingham	£5.10		

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call.

Southdown Motor Services Ltd., Winston Churchill Avenue
Portsmouth PO1 2DH — Tel. 22311

BLAKE GOES DUTCH

During a visit to H.M.S. Blake, the Flag Officer Carriers and Amphibious Ships (Rear-Admiral J. H. F. Eberle) presented two trophies to members of the ship's company. The Hibernia Trophy, for the best aircrewman of 1975, went to Leading Aircrewman A. J. Cooper, of 820 Squadron, and the commanding officer of 820 Squadron, Lieut.-Cdr. Craig Robertson (pictured below) received the Kelvin Hughes Vectac Trophy — known as "The Little Admiral" — on behalf of the squadron.



The honour of showing the White Ensign in Rotterdam during British Week fell to the helicopter cruiser H.M.S. Blake.

At night the ship was a blaze of light, as seen in the picture above, and during the daytime there were ample opportunities for members of the ship's company to see the sights and relax in the sunshine with a glass of beer — or to read Navy News!

The lads are, from left to right, RO Colin Mulvana, MA Delroy Bent, NA Jeremy Pedroza, NA Andrew Leggett, and RO George Malcomson. Senior rates from the ship attended the Burgomaster's reception, at which the guest of honour was the Home Secretary, Mr. Roy Jenkins. Other special visitors from Britain included a Pearly King and Queen.



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APPOINTMENTS

New Flag Officer Submarines

Rear-Admiral J. D. E. Fieldhouse is to be Flag Officer Submarines and Commander Submarines East Atlantic — a NATO post — in November.

Most of his early career was spent in submarines and from 1964-66 he commanded H.M.S. Dreadnought. Later appointments included executive officer of H.M.S. Hermes, command of the 10th Submarine Squadron, and Commodore of the Standing Naval Force Atlantic.

He was promoted rear-admiral in 1975 and is at present Flag Officer Second Flotilla.

Capt. W. D. M. Staveley is to be promoted rear-admiral on January 7, 1977, and to be Flag Officer Second Flotilla in October this year in the acting rank of rear-admiral in succession to Rear-Admiral Fieldhouse.

He has served in the Royal Yacht, and as first lieutenant in the destroyer H.M.S. Cavalier took part in the British H-bomb tests at Christmas Island. His other appointments have included Commander Sea Training at Portland and command of the assault ship H.M.S. Intrepid. He spent a short time in H.M.S. Albion on her last commission, and in February, 1974, became Director of Naval Plans at MOD.

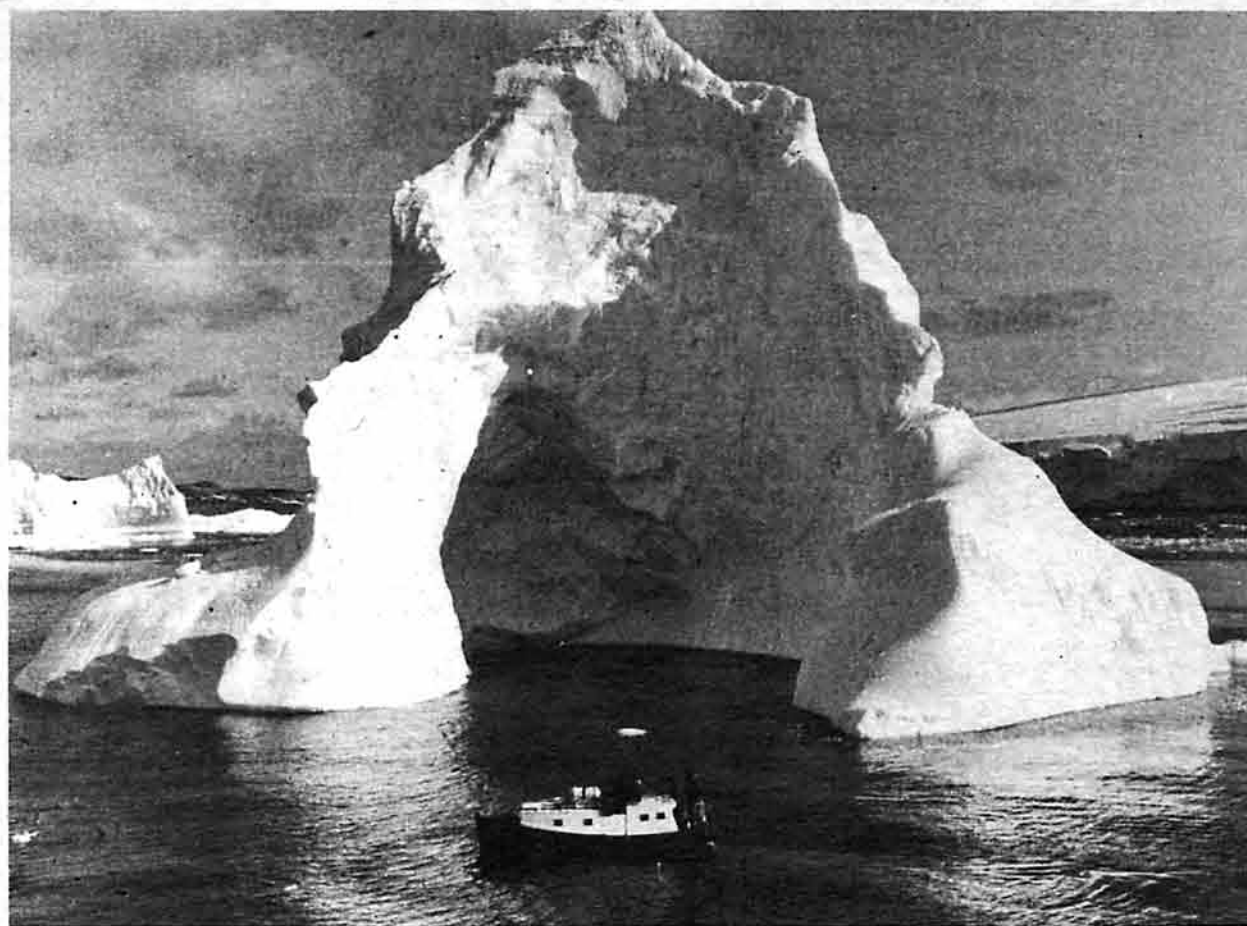
Other appointments recently announced include:

Capt. J. F. Woodward, Sheffield in command, November 22.
Cdr. H. M. Balfour, Phoebe in command, November 22.
Cdr. G. F. Llardet, Bristol in command, June 24, 1976.
Cdr. C. H. D. Cooke-Priest, Berwick in command, June 10, 1976.
Cdr. P. C. Abbott, Ambuscade in command, October 11.

Lieut.-Cdr. A. P. Hoddinott, Revenge (Port) in command, November 29.
Lieut.-Cdr. L. J. Glasson, Plymouth in command, and in command, June 10, 1976.
Lieut.-Cdr. D. J. Leach, Excellent added, and for Ulster in command, September 28.
Lieut. D. P. C. Russell, Iveston in command, October 19.

IN MEMORIAM

A. C. Coles, POPT, H.M.S. Mercury, May 25.
O. M. Windle, Lieut.-Cdr. H.M.S. Dreadnought, May 26.
R. P. Twyman, CPO(OPS)(M), H.M.S. Rothesay, May 26.
T. F. Light, LMA, H.M.S. Dolphin, May 27.
J. Fewster, FCEA(A), H.M.S. Dardalus, June 2.
J. N. Franklin, Cdr. H.M.S. Centurion (DNOR), June 3.
Mrs. Hilda Gladwell (nee Bareham), of Walsingham, Former Chief Wren Cook, April 22.
Mrs. Lesley Russell (nee Harold), of Seamer, Scarborough, Served in W.R.N.S. 1966-70, June 4.



SOUTHERN WONDERS

The natural and man-made wonders of South America and Antarctica are still fresh in the memories of the sailors and marines who spent a season "down south" in the Royal Navy's ice patrol ship H.M.S. *Endurance*, which is now back in Portsmouth.

In the picture on the left, a "small" iceberg dwarfs the *Endurance's* workboat, which was surveying inshore waters for an anchorage for ships of the British Antarctic Survey at Adelaide Island.

"Christ the Redeemer," the 130ft statue on the summit of Corcovada, the mountain which dominates the Rio scene, makes an impressive background for the "one-for-the-family-album" picture of men from the *Endurance* during her visit to Rio de Janeiro.

On her way home from Antarctic duty, the *Endurance* also visited Montevideo, Uru-

guay, where the ship's company took part in a wreath-laying ceremony and presented a cake to residents of the Winston Churchill Home for Elderly British Expatriates. At Santos, Brazil, Capt. Noel Bearne, the commanding officer, laid a wreath at the statue of Admiral Tamandare.

Before leaving the Antarctic base of Stanley, the *Endurance* had hosted a social evening for old folk of the area. The traditional round - the - harbour race was won by Mne Michael Stone, who received his prize from the Governor of the Falklands, Mr. Neville French.

Hong Kong club is still in business

A reader asks Navy News: "Whatever happened to Hong Kong's China Fleet Club?" We're happy to report that the club continues to flourish, offers a friendly welcome, and is always keen to tell the Fleet about its extensive facilities.

The club was built in 1934 with funds contributed by the Admiralty and men of the lower deck, by whom the club is owned and managed. After its occupation by the Japanese during the war

years, the club was re-established and has been continuously updated. Facilities include well-furnished double rooms with hot and cold water and air conditioning. There are also 30 single cabins for use of Servicemen for a single night or short stay. The excellent ballroom can be used for a variety of functions,

including dinner-dances, shows, boxing tournaments, and badminton. Last Christmas it was used for the presentation of H.M.S. *Tamar's* pantomime "Jack and the Beanstalk."

European and Chinese meals are available in the restaurant and there is a self-service cafeteria. Other facilities of the six-storey building include an eight-lane bowling alley, discotheque, games rooms, and lounges.



Pen friends sought

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, H.M.S. Nelson, Portsmouth. On receipt, the replies will be redirected - but only if they have been stamped.

Details of the applicants are as follows -

Sarah (24), 5ft. 4in., single, fair hair, blue eyes, Liverpool.
Josephine (18), 5ft. 2in., single, brown hair, brown eyes, Southampton.
Christine T. (22), 5ft. 2in., single, fair hair, brown eyes, London.
Margaret (29), 5ft. 4in., divorced, fair hair, blue eyes, six-year-old daughter, Gosport.
Christina (30), 5ft. 7in., separated, fair hair, blue eyes, two children, Plymouth.
Anne (34), 5ft. 2in., widow, fair hair, blue eyes, Plymouth.
Theresa (20), 5ft. 3in., single, brown hair, hazel eyes, Plymouth.
Allison (16), 5ft. 6in., single, auburn hair, blue eyes, Nuneaton.
Angela (16), 5ft. 3in., single, brown hair, hazel eyes, Nuneaton.
Mildred (39), 5ft. 9in., divorced, blue eyed brunette, two sons, Bolton.
Donna (16), 5ft., single, brown hair, brown eyes, Nuneaton.
Christine (15), 5ft. 4in., single, greeny-blue eyes, Birmingham.
Sheila (25), 4ft. 11in., single, fair hair, Sussex.
Beverley (16), 5ft. 2in., single, brown hair, brown eyes, Swansea.
Angela (16), 5ft. 1in., single, hazel eyes, Swansea.
Sylvia (15), 5ft. 3in., single, brown hair, hazel eyes, Swansea.
Bridget (50), 5ft. 5in., widow, black hair, blue eyes, Liverpool.
Clare (34), 5ft. 5in., single, black hair, hazel eyes, Liverpool.
Carole (22), 5ft. 4in., single, fair hair, green eyes, Co. Durham.
Julia (21), 5ft. 4in., divorced, reddish blonde hair, hazel eyes, two-year-old daughter, Hertfordshire.
Mary Rose (16), 5ft. 6in., single, brown hair, blue eyes, Coventry.
Debbie (16), 5ft. 6in., single, brown hair, brown eyes, Dunfermline.
Barbara (51), 5ft. 6in., divorced, brown hair, blue eyes, Dartmouth.
Jane (18), 5ft. 2in., single, brown hair, blue eyes, Telford.
Lorraine (22), 5ft. 8in., single, fair hair, brown eyes, Bristol.
Vicky (16), 5ft. 4in., single, brown hair, brown eyes, Oxford.
Angela (16), 5ft. 3in., single, brown hair, brown eyes, Oxford.
Cathy (26), 5ft. 6in., unattached, brown hair, blue eyes, Hull.
Joan (16), 5ft. 3in., single, brown hair, blue eyes, Dumfries.
Barbara (22), 5ft. 1in., single, brown hair, hazel eyes, Huddersfield.

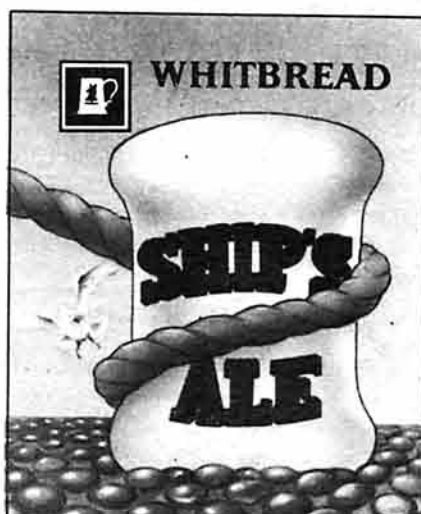
Margaret (28), 5ft. 4in., single, black hair, black eyes, Gosport.
Kathleen (24), 5ft. 4in., single, brown hair, green eyes, Southsea.
Margaret (45), 5ft., divorced, dark hair, brown eyes, Plymouth.
Trudy (15), 5ft. 6in., single, brown hair, green eyes, Fleet.
Veronica (15), 5ft. 4in., single, brown hair, green eyes, Fleet.
Linda (20), 5ft. 6in., single, blonde hair, blue eyes, Christchurch.
Barbara (34), 5ft. 1in., widow, brown hair, brown eyes, two daughters, Portsmouth.
Francesca (28), 5ft. 4in., single, brown hair, hazel eyes, Upminster.
Eleanor (38), 5ft. 6in., single, dark hair, blue-grey eyes, Telford.
Maggie (22), 5ft. 3in., single, black hair, blue-green eyes, Berwick-on-Tweed.
Jackie (24), 5ft. 1in., single, blonde, hazel eyes, Hull.
Frances (53), 5ft. 6in., divorced, fair hair, blue eyes, Ramsgate.
Wendy (36), 5ft. 9in., divorced, fair hair, brown eyes, Chippingham.
Jean (26), 5ft., single, blonde hair, blue eyes, Sevenoaks.
Donna (24), 5ft. 2in., blonde hair, blue eyes, Poole.
Mandy (16), 5ft. 6in., single, brown hair, brown eyes, Machen.
Doreen (27), 5ft. 1in., single, brown hair, brown eyes, Sheffield.
Margaret S. (31), 5ft. 9in., divorced, fair hair, blue eyes, London.
Tina (19), 5ft. 6in., single, brown hair, blue eyes, Bedfordshire.
Lorna (18), 5ft. 8in., single, brown hair, brown eyes, Bedfordshire.
Myra (41), 5ft. 5in., divorce pending, brown hair, Fife.
Juliet (23), 5ft. 5in., separated, brown hair, brown eyes, Tunbridge Wells.
Christine (22), 5ft. 3in., single, fair hair, blue eyes, five-year-old son, Leicester.
Sharon (19), 5ft., single, brown hair, brown eyes, Weston-super-Mare.
Jennifer (19), 5ft. 1in., single, brown hair, blue-green eyes, Weston-super-Mare.
Linda (30), 5ft. 3in., divorced, brown hair, blue eyes, nine-year-old son, Leamington Spa.
Susan (24), 5ft. 1in., single, brown hair, hazel eyes, Newton Abbot.
Julie (17), 5ft. 1in., single, brown hair, brown eyes, Newton Abbot.
Marilyn (24), 5ft. 3in., single, fair hair, blue eyes, Newton Abbot.
Jackie (28), 5ft. 2in., divorced, blonde, Brighton.
Carol (35), 5ft. 1in., divorced, brown hair, hazel eyes, London.

Agnes (48), 5ft. 1in., widow, blonde hair, blue eyes, London.
Dee (39), 5ft. 3in., divorced, brown hair, two sons, Gillingham.
Lillian (42), 5ft. 3in., divorced, blonde hair, green eyes, Bolton.
June (33), 5ft. 2in., single, brown hair, five-year-old son, Plymouth.
Angela (20), 5ft. 4in., fair hair, blue eyes, Retford.
Mrs. S. (48), 5ft. 2in., widow, dark hair, brown eyes, Lichfield.
Peggy (52), 5ft. 3in., widow, brown hair, blue eyes, Isle of Wight.
Susan M. (16), 5ft. 2in., single, brown hair, green eyes, Harrow.
Susan T. (17), 5ft. 5in., single, blonde hair, hazel eyes, Manchester.
Lynette (30), 5ft. 5in., single, red hair, grey-blue eyes, Kent.
Maureen (27), 5ft. 2in., single, brown hair, hazel eyes, Kent.
Ann (36), 5ft. 1in., widow, brown hair, blue eyes, Acton.
Ellen (53), 5ft. 3in., separated, brown hair, blue eyes, Melksham.
Elizabeth (16), 5ft. 6in., single, brown hair, blue eyes, Leeds.
Ann (18), 5ft., single, brown hair, hazel eyes, Plymouth.
Miss A. (25), 5ft. 4in., single, brown hair, Southsea.
Fiona (19), 5ft. 11in., single, fair hair, brown eyes, Grangemouth.
Liz (19), 5ft. 4in., single, fair hair, blue eyes, Grangemouth.
Elaine (25), 5ft. 1in., divorced, dark brown hair, green eyes, Lanarkshire.
Sheena (26), 5ft. 5in., divorced, brown eyes, blonde hair, Lanarkshire.
Mandie (15), 5ft. 3in., single, brown hair, brown eyes, Portsmouth.
Christine N. (31), 5ft. 6in., separated, fair hair, eight-year-old son, London.
Jean (29), 5ft. 5in., divorced, blonde hair, grey eyes, two children, Portsmouth.
Susan M. (32), 5ft. 3in., separated, blonde, seven-year-old daughter, London.
Dorothea (17), 5ft. 2in., single, fair hair, blue eyes, Co. Down.
Liz (16), 5ft. 8in., single, brunette, Derby.
Sherry (20), 5ft. 9in., single, blonde, Rustington.
Deborah (17), 5ft. 5in., single, brown hair, blue eyes, Scolwick.
Karan (16), 5ft. 6in., single, brown hair, brown eyes, Wakefield.
Carole (16), 5ft. 4in., single, brunette, Derby.
Ann C. (39), 5ft. 2in., divorced, blue eyes, fair hair, slim, Portsmouth.
Jackie B. (30), 5ft. 6in., divorced, blonde, blue eyes, two sons, Brighton.
Iris (34), 5ft. 5in., divorced, blonde, blue eyes, two daughters, Brighton.
Linda H. (24), 5ft. 3in., divorced, brown hair, blue eyes, two-year-old daughter, Gosport.
Lynette (20), 5ft. 5in., single, fair hair, brown eyes, Cambridge.
Margaret (17), 5ft. 4in., single, brown hair, blue eyes, West Lothian.

Whitbread SHIP'S ALE

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Watch your step in flab fight!

ARE YOU FIGHTING FIT?

Everyone in the Royal Navy, from senior officer to the youngest sailor, is to be encouraged to test his or her state of physical "tune" in stamina tests which are to be carried out by the

Enthusiasm for fitness continues unabated in the Royal Navy, bringing stories and pictures to Navy News, as well as stirring interest on radio and television. But a gentle element of caution has also been introduced.

A letter to the editor from CMEM R. C. Robertson, H.M.S. Drake, said:—

"I recently witnessed half-a-dozen senior ratings, relatively young, who were in a state of collapse after doing the new fitness run."

"Some were so ill (the only word to describe the condition) that they had to be put in a Land Rover."

"Now I question the wisdom of suddenly flogging the body like this. Surely it would be wiser to bring back the old routine of ten minutes' PE in the morning."

"I do not think it is ridiculous to expect people cooped up and using, day by day, the absolute minimum of physical effort (by design and not choice), to suddenly become four-minute milers."

Pride

At the same time as this letter was being written, naval authority had also noted that there could be danger, resulting in a signal which pointed out that "use of competitive element to encourage men and women to undertake physical fitness tests could lead to some people attempting the test before they are physically fit to do so."

While most men have a sense of pride in being "in the pink," common sense has to be used where little sport or exercise is regularly undertaken, and especially where entrants are in the over-forty bracket.

"Fitness with safety" was the slogan when a major test was held at Victory Stadium, Portsmouth, on June 15.

Everyone was told not to undertake the test "cold." Emphasis was placed on the fact that it was entirely voluntary, and limited to men and women who had done a sensible amount of physical training first.

Scores of entrants from Commodore George Hayne, of H.M.S. Nelson, to young sailors and Wrens did their stint, and the prior preparation removed any obvious signs of "pain and grief."



Commodore George Hayne, of H.M.S. Nelson, crosses the finishing line to complete the fitness test at Victory Stadium, Portsmouth.

LONG AND THE SHORT . . .

"The best time with the shortest legs" won a walking stick for Sub-Lieut David Shawcross (below) when H.M.S. Herald's ship's company sprinted away to an early start in the Fleet fitness test, during an assisted maintenance period at Portsmouth.

The determination of the runners to do well was only equalled by their resolve to sit down afterwards and take the weight off their feet.

A bottle of champagne went to the fastest man — OS Brian Kane, who completed the one-and-a-half mile course in 8min 40 sec. From June the Herald is engaged on a survey for the safe passage of deep-draught oil production platforms around the Shetland Isles.

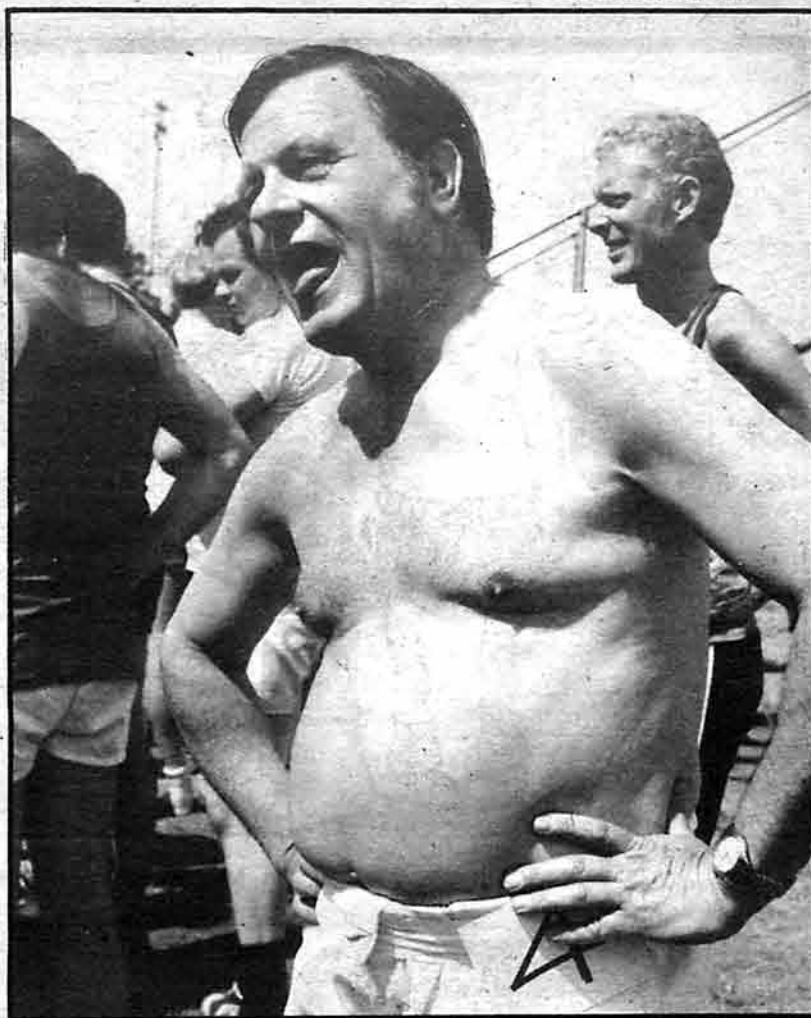


Commodore Alan Leahy, Commodore Clyde, joined in the keep fit campaign by running the mile-and-a-half at H.M.S. Neptune in under 14 minutes.

Throughout the past two weeks, all departments, including Wrens, had been running the distance, and then came the turn of the Commodore and staff.

Not content with completing the run, the Commodore then tried his hand on the penny-farthing bicycle belonging to Lieut. Rex Barker.

**'IT'S
NOT
MY
BEST
PROFILE'**



"But you should have seen me before I started training," is the facetious caption which springs to mind, but it is perhaps less than fair to Cdr. Fred Charlesworth, who, we are told, volunteered for H.M.S. Nelson's fitness test, completed it in style then put on this "exhausted" look for the benefit of the photographer.

OH BROTHER!

OR — IN SEARCH OF HOLY WATER



When he arrived at H.M.S. Fisgard, the new Roman Catholic Chaplain, Father V. F. J. Morgan, suggested to his colleagues, the Church of Scotland and Free Churches Chaplain, the Rev. Gordon Craig, that they should make a splash by doing the naval swimming test and so keep fit.

It was suggested that they might like to join the "backward swimmers" at the pool, and amid much banter about being able to walk on water they started at the shallow end.

Padre Craig could already swim, and so for him there was no problem. Father Morgan felt that at 45 he must be the oldest "backward swimmer" known to the Navy.

Came the day of the great test! To encourage the chaplains, the commanding officer of H.M.S. Fisgard, Capt. J. C. Warsop, donned the boiler suit and joined

the swimmers, and so with the help of four rings and a prayer they passed.

The picture shows the happy moment of triumph, the group including the H.M.S. Raleigh Church of England chaplain, the

Rev. P. W. Warland. As a strong swimmer himself he went along to give moral support — or the last rites.

Left to right: Padre Craig, Padre Warland, Capt. Warsop, and Father Morgan.

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"So, Mr. Six Foot and Sexy, all you did was write to Navy News for a penfriend . . ."

NEWSVIEW

Respect for the flab

Many of the older Royal Navy men who have panted their way for a mile-and-a-half in an endeavour to prove their physical prowess have become conscious of the years of desk-bound "activity," supported only by blue-liners and gallons of brewers' delights.

In all of us there is enough of the ancient to enjoy the King Kong gratification of pummelling a massive chest with muscular fists, but modern living, while maintaining an illusion through size and weight, has been taking the strength out of our knees. In truth, few of us are the men we think we are.

It is a relief, therefore, that the Royal Navy's keep-fit enthusiasm, while fully and officially encouraged, has been tempered by a mild word of caution.

Men who habitually sit on their behinds may be most in need of a health reminder on the value to themselves and the Service of judicious toning up, but they could also be the ones who should regard as vital the importance of putting in a measure of training before trying themselves against the clock.

For the over-35s in particular, it is prudent to let the boys have their glory, and be satisfied with the assurance that the body is ticking over with a sound average performance. Give flab the respect it deserves.

Pride of the 'losers'

Angry totting up of the Icelandic settlement cost — accurate or otherwise — is near enough to the mark to indicate what the Royal Navy were trying to safeguard.

Whatever the actual figures may prove to be, some of our seaports believe they face a bleak future, involving massive unemployment.

The Government representatives "on the spot" were the ships and crews of the R.N., spending dangerous days amid the cold and gloom of northern waters.

Icelandic gunboats hurled abuse or sarcasm, frigates were bent, one of two incidents were within a hair's breadth of being real "nasties," and from all sides came the depressing and ceaseless chorus, "You're in on a loser." And so the game of dogdams was fought to Gilbert and Sullivan rules.

Even if there is now some loss of face, thank heavens it is all over without loss of life. The Royal Navy acquitted themselves with traditional commonsense (and as much dash as the extraordinary political and local circumstances would allow), to emerge with about the only bit of pride possible in the whole unhappy situation.

N-TRUST

The Royal Navy is about to add another snappy title to its vocabulary — N-TRUST. Posters will soon be appearing with the slogan "The Royal Navy's own family assurance scheme."

After long investigation to secure special terms and conditions, the Admiralty Board decided to sponsor a scheme with the aim of protecting Service dependants. In return for a monthly contribution by a member of N-TRUST made through the allotment system, a guaranteed and continuing income will be paid to his nominated dependants should he die on or off duty.

All members of the Service may join on equal terms — R.N., R.M., Q.A.R.N.S. and W.R.N.S. — and there will be a special N-TRUST allotment so that those who have used up their normal quota of allotments may still apply.

N-TRUST will start on October 1. It has been specially designed to meet Service needs. Entry will be easy, contributions from less than £1.50 a month, and the member will not be "locked in." If his circumstances change, leaving the scheme will be as easy as joining it.

All Service hazards are covered, whether serving in submarines, flying, parachuting, diving, duty in Northern Ireland or indeed any special risk on duty or off. For those leaving the Service, membership may be continued into civilian life with special options for converting to an individual life assurance policy if that is more suitable at the time.

Full details will be circulated officially and more information given in Navy News when the D.C.I., explanatory literature and entry forms are available.

Six leading British insurers have been brought together to back the scheme

*— a new
life cover
scheme
for the
Navy*

jointly. Payments are claimed to be less than individuals would need to pay if they were able to obtain similar protection elsewhere. The Royal Navy will exercise control through the Board of the Trustee Company, which will include senior naval officers and the Commandant General Royal Marines, under the chairmanship of Admiral of the Fleet Sir Michael Pollock.

The Trust was designed and is managed by Stewart Wrightson Assurance Consultants Ltd.

Monkton makes her number

Snap . . . In Hong Kong harbour the patrol craft H.M.S. Monkton — pennant number P1055 — steams past the American ship Hepburn, which is DE 1055 of the U.S. Navy.

The 350-ton Monkton is serving with the Hong Kong Squadron and the Hepburn is a 3,000-ton escort ship. In the U.S. Navy, the 1055 is known as a "hull number."

The Monkton gave 40 Hong Kong Sea Cadets plenty to tell their friends when they went to sea for two days. Earlier the ship's commanding officer (Lieut.-Cdr. J. R. Melton) had inspected the Cadets at their monthly parade.

Other visitors to the ship included boys from a local charitable sea school. They lived and worked on board for two weeks, and enjoyed such experiences as being winched into helicopters and travelling on jackstays.





Motto: "Wisdom
is strength."

The unique place held by H.M.S. Ganges in the memory and affection of thousands of officers and ratings of the Royal Navy is noted "with pride and interest" by the Admiralty Board.

The Board has placed on record their gratitude "to all those naval and civilian staff, past and present, who have contributed so much towards guiding young men with dedication and resolve at the start of their naval careers."

"It is typical of the spirit of H.M.S. Ganges that its wisdom and strength have remained undiminished to the end."

THE ELEPHANT THEY'LL NEVER FORGET!



Left: The famous Ganges mast — said to have been erected to appease traditionalists who were shocked by the suggestion that sailors could be trained on dry land — towers over the parade ground during Farewell Divisions.

Below: The past and the present in H.M.S. Ganges. Eighteen-year-old Marine Engineering Mechanic Edward Hewison, a member of the last draft class, meets 81-year-old Mr. Reginald Herbert, of Sudbury (Suffolk), who passed out in 1911.



Pictures
by
PO(Phot)
Denise
Sutton

"Ganges Boys," past and present, have said farewell to H.M.S. Ganges, the Royal Navy's legendary training establishment at Shotley Gate, near Ipswich. Rear-Admiral Stephen Berthon, Flag Officer Medway, took the salute at the final parade on Sunday, June 6, when the last 80 recruits were joined by at least 300 Ganges veterans.

Among those on parade was a man who joined the Royal Navy in 1907, and 15 others who could boast of having served in H.M.S. Ganges before the First World War.

The establishment opened in 1905 and more than 100,000 boys were trained there. The Ganges style for transforming boys into men produced many success and several rose to the rank of Admiral. Among the guests in the V.I.P. seats at the final parade was Rear-Admiral David Hepworth, the third ex-Ganges Boy to reach Flag rank.

The original H.M.S. Ganges to be used for junior training was a sailing ship, with 84 guns. She had 180 boys on board when she arrived in Falmouth Bay in 1866 to begin her new role.

In the early days of shore training Ganges was renowned for toughness and discipline. At one time only the senior boys were allowed outside the gates, and then only as far as the village — with the warning, "You are not to smoke, converse with females, or enter any shop or church." Patrolling petty officers were likely to pounce and inspect fingers for traces of nicotine. The penalty for smoking was six cuts of the cane for the first offence and 12 for the second offence.

The stories of young lads swarming over the famous Ganges mast at unearthly hours of the morning — with a rope's end for the last barefoot boy — are legion.

It was once said of Ganges that "the discipline would have

made the French Foreign Legion look like a Sunday School." Times were undoubtedly hard, but the turn-out for final Divisions — the number of "old boys," friends, and relatives amounted to about 2,500 — proved that many men have very fond memories of the establishment.

Said Admiral Berthon in his address: "Obviously it is a very sad occasion for all of us, but it is no good being sad. It is much better to look ahead to the future, and also to think back on much that we can feel proud of in the past."

The contributions of Ganges in both World Wars was immense, he went on, and it was probably true to say that the standards of the Royal Navy over the past 70 years have stemmed largely from the standards obtained in the establishment.

On the day after final Divisions, the last junior ratings to complete their training in H.M.S. Ganges crossed the water to leave from Harwich, as was the practice before Ipswich railway station was used. The last commanding officer, Capt. J. M. C. Dunlop, left the same week and H.M.S. Ganges will be run down to close by the end of October.

But the name of Ganges will live on in H.M.S. Raleigh, the training establishment at Torpoint. It will be given to a sports pavilion to be built in Raleigh with the £12,000 welfare fund for the old establishment.



A family occasion: Mr. Alfred "Skip" Booty, aged 76, of Yoxford (Norfolk), who was in H.M.S. Ganges in 1915. With him are his sons, Stores Accountant Roger Booty (29) and CMech Alan Booty (32), who also trained in the establishment.

'OLD BOYS' ON PARADE



The veterans, about 300 of them, formed their own platoons to march past the dais, where the salute was taken by Rear-Admiral Stephen Berthon, Flag Officer Medway.

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War dead were honoured by the Royal Navy visitors at both Odessa and the Rumanian port of Constanta. This wreath-laying was at Constanta, the R.N. party being headed by Vice-Admiral A. S. Morton, Flag Officer First Flotilla, and Captain S. A. Stuart, commanding officer of H.M.S. Devonshire.



Right: Host ship for H.M.S. Devonshire at Odessa was the destroyer Sderzhanny, which was berthed on the opposite side of the jetty. Two of the R.N. visitors are seen in a "get-together" on board the Sderzhanny.



H.M.S. Devonshire samples S



OBRAZTSOVY

Two warships approaching port in different lands on May 28 had on board hundreds of personnel looking with great curiosity at the people ashore, and wondering about the nature of their reception and what they were going to see.

One of the vessels was the Royal Navy's guided-missile destroyer H.M.S. Devonshire, heading in to the Soviet port of Odessa. From the moment of getting alongside, any doubts which might have existed were all banished.

"The kindness of the local people" was the outstanding impression among the British sailors, who got to know individual Russians, and regarded the visit as a success. Many hoped that there would be a chance to return.

One pleasure almost forgotten now in England was the sight of shapely girls on the streets in mini-skirts, and according to the press accounts of the visit, some of the lads got to know the lasses, "and there were a few tears shed on the quay" when the ship sailed once again.

The four-day programme was packed with official functions, visits, tours, sports fixtures, opera, ballet, and the bikini-clad delights of bathing beaches. H.M.S. Devonshire was alongside the main passenger terminal in the centre of Odessa, just a few yards from the famed Ptomekin steps, and throughout the visit the jetty was thronged with civilians showing a friendly interest in the ship, crew, and customs.

During open days about 8,000 sightseers crowded the ship's upper deck, many taking small gifts of flowers for the men manning the

displays. The warmth and kindness of the Russian people was shown by the way they showered the sailors with memento badges — some of the recipients displaying a chestful.

It was a visit which brought many new sights, among the most remembered being the magnificent opera and ballet theatre, the War Memorial guarded throughout the day by slow-marching youths and girls in blue-and-white uniforms, and the Ptomekin steps rearing in front of the shore-going sailors.

Odessa is a commercial port and holiday centre and the outstanding Service experience was the opportunity enjoyed by 60 officers and sailors to visit the Russian host ship, the modified Kashin-class destroyer Sderzhanny, which was berthed on the opposite side of the jetty.

Afterwards, the Devonshire had a three-day call at the Rumanian port of Constanta, where the weather was "variable" in the less fortunate way.

Propaganda

Although the Russian visitors to England aboard the Kashin class guided missile destroyer Obraztsov were invited by our Government, the traditional treatment to guests was affected by groups who wished to take the opportunity for protest or propaganda.

If the Russians lining their ship were wondering if the "natives were hostile", the banners and blaring loud-hailers left no doubt that at least there were some views which the holders regarded as important

to express. However, people on shore "goodwill" in the 10,000 queued to look at the destroyer.

On their departure, the admiral who flew Obraztsov sent a message in which he said that the seamen went, they the people, who good wishes.

Added the letter: will be a next time too-distant future.

BADGES OF FRIENDSHIP

Above: A scene which tells a story in any language. The friendliness of the local people was the outstanding impression for Royal Navy sailors on their visit to Odessa. The Russians brought small gifts and flowers to our sailors manning the displays during open days, and generously indulged in the presentation of badges as mementoes of the call. Here are some of the badges being handed over.

Below: Russian-speaking English are probably about as difficult to find as English-speaking Russians, but the young man on the left, who was among the visitors to the Devonshire, was pleased to have the opportunity for conversation to further his study of the English language. The petty officer's shirt is already showing signs of Soviet "decorations"!





Pictures
by LA(Phot)
N. Thomas

Soviet hospitality in . . .

THE ODESSA STYLE



SHIRE

re, the bulk of the
produced the
goodwill visit, and
look over the Soviet

re, the Russian
his flag in the
message of thanks
at "wherever our
were greeted by
expressed their

"Perhaps there
a — in the not-

**'DISGUSTED BY
DEMONSTRATIONS'**

Members of H.M.S. Devonshire's 3Q Mess hold strong views about the demonstrations staged at Portsmouth during the visit of the Russian destroyer. Writing to Navy News they say that not only their mess "but most of the ship's company, were utterly disgusted" when they heard of the demonstrations. "When we think of the way we were made welcome by the Russians, it makes us pretty sick," the letter adds.

GIVEN THE BIRD!



And there were these senior rates who went to a collective farm and came back with a couple of Russian birds. The visit was for 20 officers and ratings, who obviously had a pleasing impression of the famed hospitality of the place, returning with a gift of two chicken.

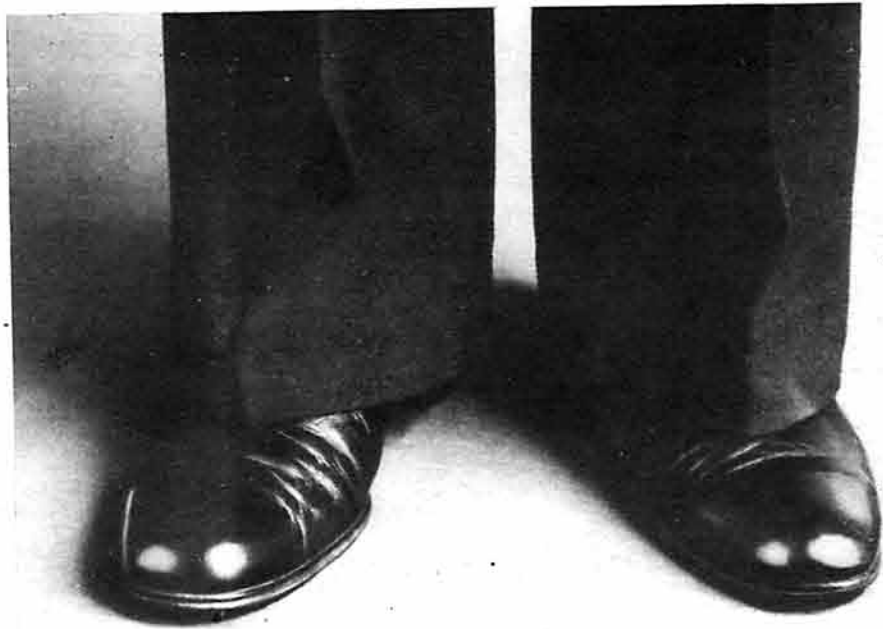
A neckerchief, an international "badge" for young citizens, was worn by each of these young visitors to H.M.S. Devonshire at Odessa. Their hosts were told that they were Soviet Cubs and Brownies.



The Admiral who flew his flag in the Obraztsov signa the visitors' book in H.M.S. Victory, flagship of the Commander-in-Chief Naval Home Command, Admiral Sir Terence Lewin (centre), watched by other officers from the Soviet ship.

Picture: CPO(Phot)
Tony Wilson

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Address

Well done, Willie!

Picture: CPO Stevens



A five-mile line of warships, mainly from NATO countries and with representatives of nine nations on board, entered the Firth of Forth on May 27 at the end of the Joint Maritime Course in which the Standing Naval Force Atlantic took part. The Force Commander, Commodore John Cox, was on board H.M.S. Norfolk.

During the afternoon the Norfolk's helicopter — "Willie" — made its 2,000th landing on board. The event was celebrated with champagne on the flight deck, where members of the Flight were joined by Commodore Cox and the Norfolk's commanding officer, Capt. Bill Canning.

The pilot for the 2,000th landing was Lieut. Brian Leyshon, whose moment of glory was rather overshadowed by a funeral procession... A tiny spotted flycatcher, found and nursed

by the ship's engineer and ornithologist, Lieut. Peter Hutchinson, had failed to respond to treatment and was certified dead by the doctor, Surg. Lieut.-Cdr. Ken Sugars.

The bird was given a distinguished and moving send-off by the hardly-ever-reverent Lieut. Clive Kidd (described by the Norfolk's PRO as "weapons electrical officer and part-time padre.")

Before the ships entered Rosyth naval base, the Canadian frigate Assiniboine steamed past the Force to mark her retirement from the

NATO role. Her Sea King helicopter flew down the line wearing a signal inviting everyone to a party at Rosyth and on the return flight the signal was replaced by a brave aircraft maintainer who must be the only man to have streaked past five navies in one afternoon!

Dangling from the end of the winch wire, he was warmed by the engine exhausts — and further warmed on his return to his ship by the news that he had won 1,000 dollars in the base lottery.

"Well done, Willie!" That was the toast after the 2,000th deck landing. Pictured here celebrating the event are (back row, left to right): CPO David Lee, LREM Taff Maddock, PO Bill Bailey, CPO Eric Pocock, CPO Alan Baker (senior maintenance rating), Lieut Brian Leyshon (pilot 2), PO Paul Alcock, Lieut. Adrian Thomas (pilot 1), Capt. W. R. Canning, Commodore J. M. H. Cox, and Lieut.-Cdr. Robin Gainsford (flight commander).

Front row: PO Tango Tebbutt, NAM Neil Richards, PO Bill Brooks, EMA Geoff Sayer, Lieut. Nick Wright and Lieut. Andrew Lockett (flight deck officers.)

Channel force change

After 18 months as the first British squadron commander of NATO's five-nation Standing Naval Force Channel, Cdr. Patrick McLaren has been relieved by Cdr. P. L. Bakker, of the Netherlands Navy.

Cdr. McLaren has flown his

flag in H.M.S. Nulton and more recently in H.M.S. Kirkliston, which has been relieved in the squadron by H.M.S. Bossington. The permanent force has also been joined by H.M.S. Hubberton and for the first time two Royal Navy ships form part of its strength.

Promotions

Authorizations for promotion of the following ratings to chief petty officers, chief artificer, or chief mechanic have been issued:

OPERATIONS BRANCH (SEAMAN)

To CPO(M) — W. A. Vallor (Excellent).
To CPO(S) — C. Larcombe (826 NAS).
To CPO(D) — S. Sissons (Vernon).
To CPO(PT) — C. Fox (Heron).

OPS BRANCH (COMMUNICATIONS)

To CRS(W) — T. A. Scully (London).
To CRS — A. S. Jones (Matapan).
To CCY — R. Dennis (Capt. Port, Devonport).
To CRS(S) — R. W. J. Noyes (RNLS).

SUBMARINE SERVICE

To CPO(OPS)(S) — J. T. Howard (Neptune).
To CPO(COXN) — R. S. Colbourne (Valiant).

REGULATING BRANCH

To MAA — T. J. Sully (Dundas).

SUPPLY AND SECRETARIAT

To CPOWR — A. W. Critcher (Bacchante).
To CPOSA — M. Everett (Tiger), P. F. Wilson (Dolphin).
To CPOCK — M. J. Doble (FOSNI).

WEAPONS ELECTRICAL

To CREL — D. C. Richards (FO Plymouth).

MARINE ENGINEERING

To CMEM — C. J. Hinchcliffe (Sultan).
D. I. Cleavin (Walrus), R. E. Rigby (Torquay), B. D. Skinner (Oberon), P. G. R. Allen (Active).
To ACSEA — P. D. Chesson (Ranown).
A. C. Wearn (Nelson), R. J. S. Lockwood (Neptune).
To ACCEMN — F. G. Rowe (Revenge).
F. Sonley (Neptune), A. Walker (Renown), M. Birchall (Neptune).
To ACSEA — D. C. Asby (Collingwood).
A. T. Barr (Renown), P. R. C. Bosworth (Renown), K. M. B. Costello (Defiance), G. S. Flood (Charybdis), M. W. R. Holmes (Churchill), M. Machin (Collingwood), L. G. D. Young (Gavinton).
To ACCEMN — J. Coatsworth (Repulse).
J. F. Simpson (Deadnought).
To ACSEA — M. W. Byrne (Hampshire).
To ACREM — E. W. Thurston (Dolphin).

FLEET AIR ARM

To CAF(AE) — R. J. Tyler (R.A.F. Wyton), N. R. Barwick (Antelope).
To CEL(A) — G. R. Mitchell (Ark Royal).

POINTS LEADERS

The following table shows the total points of the men and the top of each advancement roster for petty officer and leading rates.

"Intermediate," i.e., men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who have been advanced during May.

PO(M) — Int (22.8.74), 7; LS(M) — Dry, 12; PO(R) — Int (11.11.74), 4; LS(R) — Dry, 14; PO(S) — Int (23.1.75), 4; LS(S) — Dry, 14; PO(D) — Dry, Nil; LS(D) — Dry, 2; PO(MW) — Int (15.1.75), 3; LS(MW) — Dry, 7; PO(SR) — Dry, Nil; LS(SR) — Dry, 2; PO(R) (SM) — Int (31.1.75), 1; PO(S) (SM) — Int (8.12.74), 4; LS(S) (SM) — Dry, 5; PO(UW) (SM) — Int (30.5.75), 3; LS(UW) (SM) — Dry, 2.
POPT — Int (14.8.74), Nil; RS(SM) — Int (25.6.74), 5; LRO(SM) — Dry, 4; RS — 151, 1; LRO(S) — Int (9.12.75), 1; PO(EW)/

RS(W) — Int (4.3.75), 3; LS(EW)/LRO(W) — Dry, 5; CY — 134, 3; LRO(T) — Int (16.9.75), 6; POWTR — Int (3.7.74), 8; LWTR — Int (31.7.75), 9; POA — 78, 5; LSA — Int (22.4.75), 13; RPO — Int (5.3.74), Nil; POCK — 286, Nil; LCK — Int (21.3.74), Nil; POSTD — 158, 6; LSTD — Dry, 6.

POMEM — Dry, 14; LMEM — Dry, 55; POEL — Dry, 2; LCEM — Dry, 10; POEL — Int (11.3.76), 8; LOEM — Dry, 6; POEL — Int (20.5.75), 10; LREM — Dry, 7; POMA — 91, Nil; LMA — Int (15.2.74), Nil; POAF/POAM(AE) — Int (5.4.74), 11; LAM(AE) — Int (23.10.74), 20; POEL(A) — Int (29.4.74), 6; LREM(A) — Int (20.11.75), 11; POEL(A) — Int (23.5.74), Nil; LEM(A) — Int (24.11.74), 1; POEL(AW) — Int (23.9.74), 1; LEM(AW) — Int (3.6.75), Nil; POA(AH) — 69, 2; LA(AH) — Int (1.10.75), Nil; POA(MET) — Int (5.11.74), Nil; POA(PTOT) — 350, Nil; POA(SE) — 440, Nil; LA(SE) — Dry, Nil; POACMN — Int (14.11.74), 1.

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London, S.W. 1

POINTS FROM THE PRESIDENT'S ADDRESS

Rear-Admiral T. V. Briggs, who has been president of the Royal Naval Association for five years, gave notice of his wish to retire — "to give way to a younger man with more recent experience of the modern Navy." Efforts are being made to find a new president.

"I shall be sorry to retire," said Admiral Briggs. "My wife and I have always received such a warm welcome and such charming hospitality where ever we have been. We have always put the R.N.A. first in our activities and you have always supported me and made my job easy and rewarding."

★

The membership of the R.N.A. increased by about ten per cent. in the past year. There was a bigger percentage increase in the number of associate members than in the number of full members — a reversal of the 1975 trend. "I trust this is only temporary. We all realise the importance of more full members, and our reputation and standing are such that we should attract many more." The president was pleased to see more serving personnel joining the R.N.A.

★

Five new branches registered during the past year — Poole, Sturminster Newton, Birmingham East, Wells, and Swindon. Branches now number 270 in the U.K. and nine overseas.

★

At least 60 branches run R.N.A. clubs and have their headquarters in them. "We can be very proud of this because they are good, rather special, and well-run clubs. There is a special atmosphere about them which stems from the great respect and loyalty we have of the naval service."

★

The sword of Honour for the Area recruiting the most new members during the year was won by No. 1 Area (London) with an increase of 140. The President's Dirk, for "large" branches with more than 30 members, went to Luton & Dunstable (96), and the Rose Bowl for small branches was awarded to Wallsend, which was formed two years ago and had attracted 40 new members in the past year.

★

Many new branches now have sports and entertainments sections catering for darts, fishing, uckers, golf, football, and outings. "I strongly recommend all those branches who can manage it to follow suit, as they will not only be helpful to the efforts of the welfare secretaries, but will add to the benefits and attractions they can provide." Such events could also attract valuable publicity for the R.N.A.

Facing the financial facts of life

No one needs to be told that the cost of living is rising daily. Everything bought today seems to cost more than it did yesterday and it's a sad fact that price increases are so commonplace that they are accepted as a way of life. True, we moan and groan, we try to find ways around the problems, but we always pay up in the end.

This unpalatable fact of modern life was faced by delegates at the Royal Naval Association's annual conference at Grimsby on Saturday, June 19. Shipmates escaped a rise in subscriptions last year, but the crunch had to come, and most of the 94 delegates must have gone to Grimsby in the knowledge that a rise for 1977 was inevitable.

But not all ... They moaned and they groaned, they tried to find other ways of raising the much-needed cash, but they lost the day and everyone will have to pay up. The annual subscription in 1977 will be £1.50, an increase of 50 per cent.

As predicted, the subject sparked off the longest debate of the day, although the decision — by 52 votes to 39 — to accept the National Council's recommendation to increase the subs to £1.50, saved spending even more time on two associated motions on the agenda. The Boston Branch had intended to propose an increase of ten per cent, to £1.10, while the Runcorn Branch sought to peg the annual subscription at £1.

WORDS OF WISDOM

The debate opened with some hard-hitting words of wisdom from the general secretary, Capt. R. Tiddy. "Do you want a national association? Do you want to have connections with other branches spread around the

country, or do you want to return to the Dark Ages and keep to your own parish or neck of the woods?"

"Do you want the voice of the association to be heard with those of other associations? Surely the voices of stability have something to contribute."

"Do you want your association, in conjunction with others, to battle away about pensions or ex-Service people, war widows, and so forth? Because if you do, you must have a focal point. That is where the strength of an association lies. But, and there always is a but, a headquarters or focal point costs money."

Capt. Tiddy pointed out that the subscription rate could not be viewed against the requirement for the next year or two. It had to be viewed against the background of the association's finances as a whole. After years of being in the red — £30,000 had been drained from the capital reserves in the past 20 years to make good the deficit — the R.N.A. had struggled back into the black since 1973.

Inflation had hit everything used in the running of the association — travelling costs, staff salaries, and wages, electricity, rates (although the R.N.A., as a charity, pays only half), office supplies, printing, and postage.

To those who might have been tempted to question the need for a 50 per cent rise, Capt. Tiddy warned against pitching the rate any lower, claiming that to do so

NAUTICAL, BUT NICE!

There was a distinctly nautical atmosphere about the Town Hall, Grimsby, for the Royal Naval Association's annual conference. The hosts — Grimsby Branch — had gone to a great deal of trouble to make their shipmates feel at home, with the White Ensign "flying" from a mast on the stage behind the top table, the walls draped with bunting and pennants, and an impressive collection of ships' badges on the "bulkhead" between the delegates sitting in the hall and the observers in the gallery.

Grimsby Unit, Sea Cadet Corps, provided a Guard of Honour outside the Town Hall and piped aboard the Mayor of Grimsby, who welcomed the R.N.A. to his town and opened the conference.

Delegates returned to the Town Hall on the Saturday evening, when they were joined by families and friends for a dance. On Sunday morning the conference week-end closed, with a church service and parade.

would be putting the future of the association in jeopardy.

Other ex-Service organizations are in a stronger position than the R.N.A., which has a membership of about 20,000. The Royal British Legion has 800,000 members and can therefore produce a healthy income of £400,000 from a modest 50p subscription. The Royal Air Forces Association has between 80,000 and 90,000 members, and has just decided to double its annual subscription, from 75p to £1.50.

"SUB CLUB"

Mr. H. A. Steward (hon. treasurer) added weight to the argument: "I assure you, shipmates, that if we are to improve the status of the association it is essential that we increase our annual income from our main source — annual subscriptions."

"We must put back some of the losses we have sustained over the last 15 years; we must provide for

foreseen and unforeseen expenditure in the future; we must replace the draw income, and we must aim for an increase in membership."

Mr. Steward had a piece of helpful advice for anyone who might have difficulty in finding the extra money in a lump sum: Start a "sub club."

From the delegates who opposed any rise came various suggestions for raising the cash in other ways, including moving headquarters out of London, preferably into "free" accommodation in Ministry of Defence property, and holding an annual flag collection on Trafalgar Day, in line with the Royal British

Legion's Poppy Day and R.A.F.A.'s Wings Day.

Encouraged by the report of a £5,000 profit from the silver jubilee reunion last year, one delegate suggested holding two reunions a year. The already overworked members of H.Q. staff, who would be responsible for organizing the events, were obviously very relieved when that suggestion gained little support.

Objections were voiced on behalf of the older and poorer shipmates. One delegate cited the case of a branch with five members whose ages total 394 years. "Such branches will not be in jeopardy. They will be extinct," he warned.

TWO PINTS

Others feared wholesale resignations, particularly from among the associate membership — non-R.N.A. members who support the R.N.A. through the branch clubs — but in the main, the speakers supported the need for a rise.

"You get nothing for nothing," said one. "If we are not prepared to pay, we will have a run-down, second-class organization." He also neatly put the matter into perspective by translating the proposed increase into terms with which no shipmate could argue. They were talking about the price of just two pints of beer ...

WEAR TO HOST '77 MEETING

The 1977 conference of the Royal Naval Association is to be held in Sunderland, despite a warning from the president (Rear-Admiral T. V. Briggs) that the amount of administrative work involved would make it impracticable to hold a conference outside London.

Shipmate J. R. H. Gleadhill, representing the Wear (Sunderland) Branch, said that Wear had all the facilities and would be highly delighted to welcome shipmates to the North-East. The branch had the full support of No. 11 Area and could guarantee that a conference in Wear would be no more expensive than a conference anywhere else.

Seconding the motion, Shipmate N. Fletcher (Bletchley) said he had motored 240 miles to visit the Wear branch. "I don't think we can find a better place to hold a conference," he said.

In view of the support for Wear's offer, Portsmouth Branch withdrew their bid to host the 1977 conference.

Wythenshawe

The branch held a week of festivities to celebrate its 21st anniversary. On Sunday May 23 the old standard was laid up and the new standard dedicated. The salute at the march past was taken by Vice-Admiral A. G. Tait and others present included the Lord Mayor of Manchester, who served in the Royal Navy.

Led by the Band of the Royal Marines, Scotland, the parade comprised more than 400 marchers with 28 standards. Shipmates from all over the North-West took part, plus a party of 14 from Wythenshawe's "chummy ship," Battersea, and a contingent from H.M.S. Onslaught.

After an excellent buffet provided by the ladies of the branch there was a concert in the evening. Other festivities during the week included a Fleet dance, a "boat race" final, fancy dress dance, and a carnival and celebration dance.

An added attraction was a concert by the Royal Marines Band, followed by a dance with music provided by the R.M. dance band. "What a night that was," reports the branch secretary, Shipmate A. Harper. "The club was chock-a-block. They danced, they clapped, and they drank (beer and spirits were 5p off all week). The band really enjoyed themselves too. They gave their service free of charge and they have promised to return."

Dagenham

Shipmate Fred Tibble, who is the vice-chairman, welfare officer, and a founder member of the branch, is now Mayor of the London borough of Barking. Born in Dagenham, Fred served in the Royal Navy through the Second World War and has since devoted his life to helping the less fortunate members of the local community through voluntary organizations and as a councillor.

A large contingent of Fred's shipmates, with many representatives of other organizations, attended the annual civic service and parade, and enjoyed refreshments in the Mayor's Parlour.

During his challenging year in office, Fred will be ably supported by his wife, Kit, as Mayoress. All members of the branch wish them a successful year.

Lewisham

A buffet dance is to be held by the branch at St Austin's School Hall, Highcombe, Charlton, on Saturday, September 11. Details and tickets (£1.25) from the social secretary, Shipmate George Price, Branch Headquarters, 6, Slaithwaite Road, Lewisham SE13.

The branch is open at lunch-time and in the evening on Thursdays, Fridays, and Saturdays and visitors are assured of a warm welcome.



Nottingham

The branch's new standard was paraded on May 16 after its dedication at St Nicholas's Church, Nottingham. The salute was taken by the Lord Mayor (Cllr. Mrs. Ivy Matthews), accompanied by the Naval Regional Officer (Capt. M. A. Wilson, R.N., ret.), and the Nottingham branch president (Shipmate Bernard Hastings).

There were more than 200 marchers in the parade, including R.N.A. members from branches in Lincolnshire and Derbyshire, as well as from West Hartlepool, Redcar, Batley, Dewsbury, and Fulham. Also members of the Nottingham branch of the Submarine Old Comrades Association, and contingents from the Sea Cadet Corps and Girls'

BRANCH NEWS

Nautical Training Corps

Nottingham's old standard has been laid up in the church with the first standard of what was then the Royal Naval Old Comrades' Association.

Cheltenham

A former petty officer suffering from spondylitis has regained some mobility, thanks to the gift of a chairmobile — of the type designed by Lord Snowdon — from members of the branch, who held a variety of fund-raising events.

The chair was handed over at a social evening at the Royal British Legion Club, Staple Hill, Bristol, with the co-operation of Col. B. Morriss.

Princes Risborough

Seven members of the branch visited the High Wycombe Sea Cadets' headquarters when the branch president, Cdr. D. Ramsey, presented the unit with the efficiency pennant for 1975.

The annual dinner and dance was a great success. It was attended by 96 members and guests and made a profit of £45. A cheque for £80 from the ladies' section was gratefully received by the branch chairman, Shipmate H. Barrett, on behalf of the men's section. Shipmate "Chief" Everall was named as Shipmate of the Year and received a silver cup from Shipmate Ron Joy, of St Neots.

National standard is token of thanks

The R.N.A. has a new national standard. It was donated by an anonymous member of the National Council as a token of his thanks to the association.

Shipmate Alf Woonton, chairman of the National Council, expressed the hope that the old standard could be laid up in the Parish Church of the Royal Navy, St Martin's in the Field.

The cost of laying up the old standard and dedicating the new is to be met by Life Members — which will probably come as quite a surprise to most Red Badge members!

Delegates at the conference were debating Warwick's proposal that the money should be raised by means of a 5p levy on each member of the association, when one speaker suggested, with tongue-in-cheek, that Life Members might think it an honour to foot the bill by donating £1 a head instead.

The idea gained immediate support, particularly from full members who saw it as a way of avoiding the 5p levy, and became the subject of an official amendment.

Shipmate Jim Wilcock (Harrogate) started a minor "gold rush" by slapping his £1 note on the top table ("As a Yorkshireman I believe in putting my money where my mouth is!") Others followed his example and the president, literally embarrassed by riches, had to call a halt to the flow of instant donations!

CHESTER CUP

It was agreed that the competition to select the National standard bearer should be held every two years, at the invitation of an Area and with the remaining Areas making donations to assist with the cost.

To give runners-up in Area competitions a chance to compete for the honour of carrying the National standard, those gaining first and second places at Area level will be permitted to enter the Chester Cup competition.

The R.N.A. is to make greater efforts to publicise the aims and activities of the association among men and women who are still serving, and also the general public.

ED RESIGNS

Pressure of work during the day, and long hours spent on association business at home in the evenings and at week-ends, have forced Mr. Ed Freestone to resign as secretary of Captain Walker's Old Boys' Association.

Mr. Freestone, of Rainford, Lancs, estimates that in the first five months of this year he spent an average of 80 hours a week writing or typing. Not surprisingly, his eyes are feeling the strain.

In his letter of resignation as secretary, Mr. Freestone mentions his plan to retire in July, 1977, and to move to the South of England, possibly to the Isle of Wight.

LUTON LAUNCHES 'DIADEM HOUSE'

"Diadem House," Luton and Dunstable Branch's new clubhouse in Crawley Green Road, was the centre of attraction during a busy week-end in May. Named after H.M.S. Diadem, the ship which was adopted by Luton during the Second World War, the building was converted at a cost of between £4,000 and £5,000.

Much of the hard work was undertaken by Luton shipmates, who were joined for the opening ceremony by members from branches throughout No. 6 Area. They were later entertained by the Royal British Legion (Luton

Branch) Pipe and Drum Band and the Vauxhall Motors Male Voice Choir. The building was officially opened by Capt. D. A. Poynter, R.N. (ret.), the Naval Regional Officer.

Among the guests at the opening

was Mrs. Powdrill, who formerly owned and lived in the house. Others present included the Mayor and Mayoress of Luton, Cllr. and Mrs. Des Fuller; the branch president and National Council Member for No 6 area, Shipmate Doug Gough; the chairman of the National Council, Shipmate Alf Woonton, plus Area officers and members of the Area Council.

Rear-Admiral T. V. Briggs, national president, visited Luton on Sunday for a service at St Mary's Church, at which the old standard was laid up and the new standard dedicated.

The old standard was carried by Shipmate Macdonald and escorted by Shipmates Nichols and Willoughby, founder members of the branch. Shipmate Willoughby, now in his late seventies, travelled from Chard, Somerset, to attend the parade.

Shipmate B. Hyde carried the new standard, with Shipmates Joan Smith and Bob Adams as escorts. There were about 300 marchers in the parade, with more than 30 standards — including the national standard, carried by Shipmate Bill Carruthers — and those from Hounslow, Battersea, Camberley, Wilesden, Crosby, Macclesfield, most of the branches in No 6 Area, and many of the other ex-Service organizations in and around Luton.

The salute at the march past was taken by Admiral Briggs and music was provided by the Band of T.S. Jaguar, the High Wycombe Unit of the Sea Cadet Corps.

A tot for 'Old Hands'



Picture: LA (Phot) O'Toole

'Charity begins at H.Q.'

The National Council of the R.N.A. has gained conference approval for a plan to raise funds to purchase and move into new headquarters, if and when the time comes for a move from Lower Sloane Street.

Shipmate Doug Gough, speaking on behalf of the National Council, said that the association would not feel the benefit of the rise in annual subscription until March, 1977, at the earliest.

Anxious to get the cash flowing into the Headquarters fund as soon as possible, he urged branches and areas to organize special fund-raising events. "Charity this year should begin at headquarters," he said.

"Rum bosun to your station" was the pipe when 56 "Old Hands" of H.M.S. Coventry celebrated the association's 14th reunion at the Victory Club, H.M.S. Nelson, Portsmouth.

A tot of neaters was issued to all hands, who were pleased to welcome one of their oldest members, Admiral Sir Charles Woodhouse, who did a commission in H.M.S. Coventry, as her gunner officer, 50 years ago.

Members of the new ship's company at the reunion included Cdr. David Barr, then the ship's senior officer, and Cdr. J. C. R. Reed, who was due to take over the appointment. Also CPOs K. Woodhouse, R. W. Lloyd-Jones, and D. C. Smith, and WTR S. G. Donnelly.

The "rum bosun" on the centre of the reunion picture is Shipmate Max Winterburn, a member of Stratford Branch, Royal Naval Association. Unlike the others in the picture, he is not a Coventry "Old Hand," but when Shipmate Skelly tried to borrow the rum tub he found that Max and his tub are inseparable!

Others pictured are, from the left, Shipmate F. Guy, and ex-stoker from Freshwater, Isle of Wight, who ran a "dubbing firm" on board; Shipmate Buck Taylor (from Wythenshawe), an

ex-stoker PO, who first made contact with the new H.M.S. Coventry at Birkenhead; Shipmate E. Skelly, founder member of the association, now reunion organizer, secretary, coxswain, and "duty hand"; Shipmate F. G. "Sticks" Bowler (Brighton), who as a boy bugler, Royal Marines, was the youngest member of the ship's company when the Coventry was sunk.

Calling all shipmates

Mr. T. Morris, of 29, Primrose Avenue, Rosyth, Fife, would like to hear from anyone who served in H.M.S. Fiji, the cruiser which he joined as a Boy 1st Class at Greenock in 1941. Mr. Morris, who is now head groundsman at the Fleet Recreation Grounds, Rosyth, was in the Fiji when she was sunk by air attack off Crete in May, 1941.

Mr. K. L. Rayne, of 3, Caithness Road, Eastlea North, Salisbury Rhodesia, would be interested to hear from any former colleagues in 804 Squadron, 1958-59, and 825 Squadron, 1960-62.

Wren Susan Kitchen, H.M.S. Dolphin, Gosport, would be grateful for any information concerning her great-grandfather Mr. Gregory, former chief gunners mate, and her great-uncle Mr. Donald Gregory, former CPO Artificer, whose last known address was in Marazion Road, Southsea.

Mr. W. Masters, of 34, Steepleton Road, Broadstone, Dorset, would like to hear from anyone who served in H.M.S. Laforey, or from anyone with knowledge of a Laforey Survivors' Association.

FISGARD REUNION

H.M.S. Fisgard, previously known as RNATE Torpoint, has been the Alma Mater for some 14,000 apprentices since commissioning in 1946. Those who served there between 1942 and 1949 are invited to attend an open evening on Wednesday August 11, and the passing-out parade next day. Details and application forms from the First Lieutenant, H.M.S. Fisgard, Torpoint, East Cornwall. Telephone Plymouth 53740, Ext. Fisgard 405.

Survivors of the class who joined H.M.S. Fisgard at Portsmouth on August 2, 1926, and wish to attend the Golden Jubilee reunion on July 23, are asked to write to "Blackie," 72, The Brow, Widley, Portsmouth PO7 5DA.

WATTS SCHOOL'S SECOND REUNION

Watts Naval Training School, East Dereham, Norfolk, prepared many thousands of boys for a career in the Armed Forces, particularly the Royal Navy, between 1903 and 1949. Many "old boys" attended a reunion at Greenwich last year and, as a result of the success of that event, another reunion is planned for September 18, 1976, also at Greenwich.

Anyone who attended the school and is interested in attending the reunion should contact Mr. Sid Barron, c/o After Care Section, Dr Barnardo's, Tanners Lane, Barking, Ilford, Essex IG6 1QG.

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Llandudno

For the past five years the No. 10 Area standard has been carried by former Royal Marines, but the monopoly has been broken by Shipmate Jack Southall, social chairman and a committee member of the Llandudno branch.



Jack is an ex-stoker, who served in the destroyer H.M.S. Kempenfelt and the aircraft repair ship H.M.S. Pioneer.

He had carried Llandudno's standard for 15 months before winning the Area standard bearers' competition at Ellesmere Port. Judges were Lieut.-Col. D. Ellis, R.M.R. (ret.) and Shipmate W. Carruthers, the national standard bearer.

Lincoln

The tenth anniversary of the club in Coulson Road was celebrated on Saturday, June 5, with a social evening. Lincoln members enjoyed the company of Shipmate G. Holmes (National Council Member), Shipmate W. O. Roberts (No. 9 Area chairman), and shipmates from Boston, Cleethorpes, Grimsby, Mansfield, Sheffield, Sleaford, Spalding and Whitwell. Members of the ships' companies of H.M.S. Vernon and H.M.S. Norfolk were also welcomed.

On the occasion of the 60th anniversary of the Battle of Jutland the battle ensign of H.M.S. Maenad, which is now held by the branch, was put on show in the club.

Willesden

Since the last report from Willesden, enormous strides have been made towards the target of £1,000 required to dedicate "The Royal Naval Association Room" at the Star and Garter Home, Richmond. Shipmate R. W. Burrell, the Willesden president, wishes to record his thanks to the shipmates of Bletchley (£138), Westminster (£21), and Luton and Dunstable (£220). These donations bring the total to about £800. Any spare cash to Shipmate Burrell of 261 Droop Street, London W10 4DX.

Wunderbar!

Shipmates from Oldham have fond memories of a wonderful holiday in Cuxhaven, Germany, where they were the guests of members of the Marine Kameradschaft, the German equivalent of the Royal Naval Association.

The memorable visit was made all the more enjoyable by the fact that accommodation and meals were provided in private homes, and drinks in the branch club were free. In fact, reports the secretary, Shipmate R. C. Davies, not one of the "Englanders" was allowed to spend a pfennig!

A full programme had been arranged for the five-day visit, with a day's sightseeing in Cuxhaven and a welcoming dinner in the home of the secretary, the home of the secretary, and a day trip to Hamburg.

R.N.A. and Marine Kameradschaft badges and ties were freely exchanged at a farewell party — which led to much amusement next morning when British and German shipmates, wearing the "wrong" ties, met the Overburgmaster of Cuxhaven at the Town Hall!

OBITUARIES

Shipmate Tom Jenkins. Ex-Stoker PO. Member of Stockton-on-Tees Branch, Royal Naval Association. Served in H.M.S. Ajax during Battle of the River Plate.

Shipmate John Harvey. Ex-CPOGI. Member of Henlow Branch, Royal Naval Association. Died May 6. Served 30 years in the Royal Navy and then in South African Navy.

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PEOPLE IN THE NEWS



Model makers

Many sailors serving at sea spend their spare time making models of ships and it seems that the hobby is also popular among ships' chaplains.

The Rev. BILL TAYLOR, who was serving in H.M.S. Hermes when this picture (above) was taken, is seen with his model of H.M.S. Prince, a First Rate 100-gun warship of 1670. His choice of model was undoubtedly influenced by the fact that the warship was built in the time of Samuel Pepys (1633-1703). Mr. Taylor won the Naval History Prize for 1975 with his essay, "Samuel Pepys and the Royal Navy."

The other model-making chaplain pictured here is the Rev. BILL WARD, of H.M.S. Kent. He built the fishing boat plank by plank and paid great attention to detail in the deck fittings and rigging. The boat's number was a humorous touch — D12 is the Kent's pennant number . . .

Picture: CPO(Phot) Tony Wilson



Panic stations in the Broadsword

The champagne bottle which smashed against the bows of the Royal Navy's first Type 22 frigate, H.M.S. Broadsword, was decorated with ribbons and a cap tally, in keeping with Yarrow launching ceremony traditions. But few people in the large crowd of spectators knew just how close the tradition had come to being broken . . .

It normally takes between six and nine months to get new cap tallies made and delivered, but when Cdr. P. J. HOSKIN became the ship's senior (and only) officer, shortly before the frigate was due to be launched by PRINCESS ALEXANDRA, no Broadsword tallies had been ordered.

Panic stations! Navy News provided the names of some cap tally collectors, in the hope that one might have an old Broadsword tally to spare, while Cdr.

Hoskin approached the manufacturers and stressed the urgency and importance of the case.

What a service . . . 16 tallies arrived from the manufacturers — Toye, Kenning, and Spencer — within 48 hours of the order being placed. So with several days to spare, the panic was over.

But that's not the end of the story. One of the collectors, Mr. K. BLACKBURN, of Hull, kindly sent his one-and-only Broadsword tally to the ship, but by the time it arrived, on the morning before the launch, a new ribbon was in place on the bottle and everything was ready for the big day.



Penelope helps out

Writing from Brussels, Mr. J. SIMONS has thanked the frigate H.M.S. Penelope for assistance after his yacht was damaged by electrical fire in the Scheldt. Mr. Simons says his yacht, which is under the Belgian flag, is "probably the only R.N.S.A. yacht to fly a foreign flag."

The Penelope provided assistance in Antwerp. "CPO RICHARD KIRK did a great job in carrying out a temporary repair. Without his help I would have remained bottled up in the yacht harbour."

In his letter to the frigate's commanding officer (Cdr. G. G. NELSON), "The splendid turn-out of your ship's company caused quite an impression in Antwerp. I was indeed very proud of the White Ensign."

Busy day

Clambering about in a frigate was all part of a busy day's visit to Chatham by the Archbishop of Canterbury, Dr. DONALD COGGAN, at the invitation of Flag Officer Medway, Rear-Admiral STEPHEN BERTHON.

With the aim of seeing as many Service personnel and civilian employees as possible in the time available, Dr. Coggan went on board the frigate H.M.S. Juno, toured H.M.S. Pembroke, the cookery and stewards' school, and also visited the dockyard's Apprentice Training Centre, the Nuclear Complex, and naval base workshops and offices.

Picture: Denise Sutton

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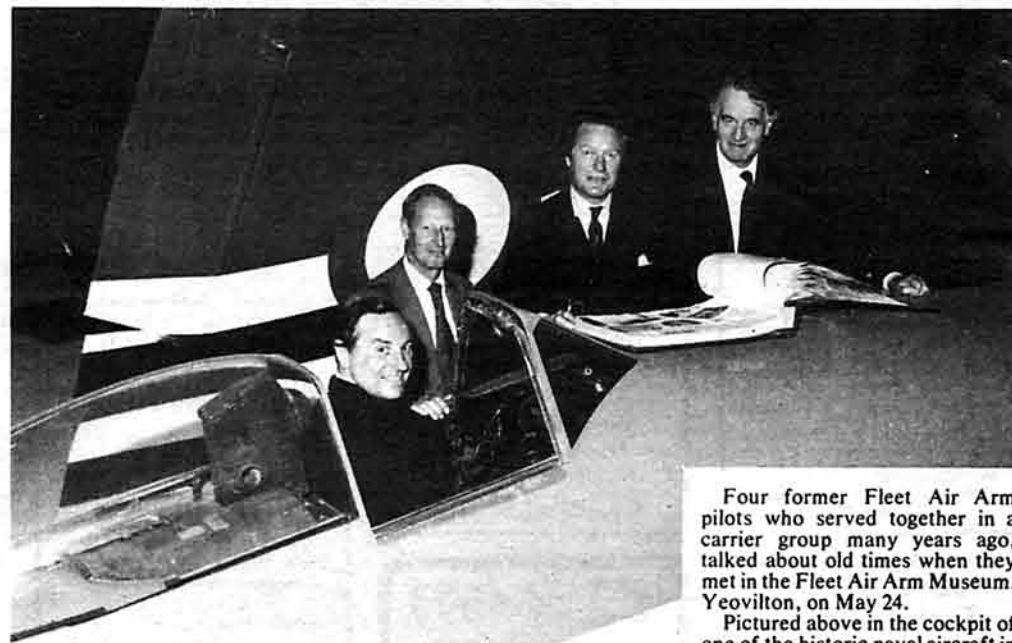
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Together again

Four former Fleet Air Arm pilots who served together in a carrier group many years ago, talked about old times when they met in the Fleet Air Arm Museum, Yeovilton, on May 24.

Pictured above in the cockpit of one of the historic naval aircraft in the museum is Vice-Admiral Sir Peter Austin, who is now Flag Officer Naval Air Command in charge of shore-based activities of the Fleet Air Arm.

Standing behind him is Lieut.-General Sir Peter Whiteley, Commandant General Royal Marines, with Air Commodore the Hon. Peter Vanneck, Lord Mayor Designate of the City of London. All three were members of 807 Naval Air Squadron. The 807 "line book" on the aircraft's fuselage helped to bring back many memories.

On the right is Admiral Sir Donald Gibson, who was the carrier air group commander, and later served as Flag Officer Naval Air Command.

Picture: PQ(Phot) Les Warr



Although the Reed brothers have served in the Navy for a total of more than 40 years, their career paths have only just crossed for the second time. They served together once before, but only for a short spell, and now they are together again, this time in H.M.S. Excellent, Portsmouth.

Lieut. JOHN REED joined the Navy as an artificer apprentice in 1954 and became an officer four years ago. He is on the staff at Whale Island.

OEA1 BRUCE REED, who followed his brother into the Service in 1958, now works in the Maintenance Workshops in H.M.S. Excellent.

BLUE PETER AT CULDROSE

Ten members of the B.B.C. Blue Peter team spent three days at R.N. air station Culdrose while filming search and rescue techniques with 771 and 706 Squadrons. Programme presenters JOHN NOAKES and PETER PURVES were winched up from a dinghy in Mounts Bay, carried out wet dinghy drills in the Seahawk Centre swimming pool, and interviewed aircrew on standby for an SAR scramble.

PEOPLE IN THE NEWS

☐ Every picture tells a story . . .

The story told by this picture is quite clear: It's great to be alive! Mr. KEVIN KEMP (left), a platform safety officer, Miss JOAN NEESON, a nurse, and Mr. PHILIP GIBBS, a North Sea diver, were pictured as they emerged after nearly 43 hours in a decompression chamber at the Clyde Submarine Base, Faslane.

They had previously spent some time in a construction company's decompression chamber in which a civilian diver died after an accident while working on an oil platform fitting in Southern Loch Fyne.

A search and rescue helicopter of 819 Squadron based at H.M.S. Gannet, Prestwick, transferred the three patients to Faslane, where they were put on a "long table" decompression — 42 hours 55 minutes — by the diving expert, Lieut.-Cdr. HAMISH LOUDON.

Their ordeal ended with a visit to the base sick quarters for a medical check, bath, light meal, and a good night's sleep.



☐ A look at Lowestoft and the States

During his six years as a deckhand / galley boy on trawlers of the Hull and Grimsby fishing fleets working off Iceland, PAUL WEISSENBORN often saw Royal Navy frigates at close quarters. Now he is getting an even closer look: he's serving as a cook on board H.M.S. Lowestoft, which he joined just in time to sail with her to America on June 14. Paul's brother is a chief mechanic at present serving in H.M.S. Antrim.

Shortly before the Lowestoft sailed from Portsmouth to take part in the American bicentennial celebrations, she experienced a link with the past through Lieut. ROY HOARE, R.N. (ret.), who visited the frigate on the 50th anniversary of the day he joined the coal-burning cruiser Lowestoft on the South African station.

Lieut. Hoare served in the Lowestoft from 1926 until 1929, as an electrical artificer. He toured the frigate and had lunch with the commanding officer, Cdr. RICHARD CARPENDALE.



Three generations of the Bolton family attended the Spring Term prizegiving ceremony at H.M.S. Fisgard, Torpoint, Cornwall, where Bolton is a well-known name.

The senior member of the family, MR. A. BOLTON, became Fisgard's first Master-at-Arms in 1941 and later spent 20 years as the establishment's postman. His

son, MR. F. R. BOLTON, who was an engineroom artificer, served as a staff instructor at Fisgard in 1960-61 and 1964-65, and his grandson, FRANK, is an

MEA Apprentice completing his Part 1 training at Torpoint.

They are pictured above with Rear-Admiral D. G. TITFORD, who presented the prizes.

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☐ Fine example

As a coxswain with 20 years' experience, CPO PAT CADOGAN is a versatile man. When serving in submarines he is responsible for discipline, first aid, victualling, and escape. Outside his Service career, he is a qualified parachutist.

His loyalty and devotion to the Royal Navy for more than 29 years have earned him the British Empire Medal, which was presented by the Flag Officer Submarines, Vice-Admiral SIR IWAN RAIKES. "CPO Cadogan is an outstandingly fine example to the Submarine Command," said the citation.

Picture: CPO(Phot) Eric Thompson



☐ Cesar says thanks

A "thank-you" handshake for Leading Aircrewman JEFF COWARD, of H.M.S. Bacchante, from the climber he helped to rescue from the 1,200ft sheer north face of the Rock of Gibraltar, CESAR PEREZ DE TUDELA.

The Wasp helicopter which plucked the Spanish climber to safety, after a rock fall had broken the man's leg, was piloted by Lieut. CHRIS CHADWICK (centre). With LACMN Coward as his crewman, Lieut. Chadwick made several flights during the three-hour rescue mission, on several occasions bringing the rotor blades to within inches of the cliff.

THE BIG HAUL — 1



A haul of £10 million worth of drugs by five men in three hours' work sounds about as cost-effective an operation as might be found in a Treasury official's dream — and CPO Charlie Charlewood, of H.M.S. Tamar, and his team achieved it in Hong Kong.

Of course, it was not quite as simple as that. "On information received," the Royal Hong Kong

Police stopped an old wooden junk in the harbour.

Next morning Royal Navy divers went down and recovered 40 gunny sacks, holding 3,600lb. of opium and 276lb. of morphine, slung in a net under the junk. Two men and a woman on the junk were arrested.

In the picture (left) CPO Charlewood, with hand

SITTING ON A FORTUNE



on the ladder, watches the haul come out of the water.

In the picture four divers celebrate after the operation as they "sit on a fortune." In the front, from left, are LREM Alan Barker, LREM "Titch" Addison and AB "Basher" Bates. Behind them is AB Henry Minn.

Pictures: Sgt S. C. Leeds, R.A.F.

Lowestoft in Dutch celebrations

H.M.S. Lowestoft, visiting Flushing, joined half-a-dozen Royal Netherlands Navy ships in a sailpast to mark the tercentenary celebrations for Admiral de Ruyter, famous Dutch admiral of the 17th Century.

The de Ruyter memorial faces seaward from Flushing esplanade, which was packed with 20,000 people who had gathered to watch.

The Lowestoft was open to visitors on two days, about 2,000 being welcomed on board, including 30 handicapped children who were manoeuvred around in electric wheelchairs.

REM Stephen Langford and REM Martin Douglas raised £132 through their own gruelling 24-hour cycling marathon via

NAVY NEWS
IN BRIEF

Rotterdam to Amsterdam. The money will go to the ship's adopted school for educationally sub-normal children, at Portsmouth.

A new bronze bust of the Duke of Edinburgh, Captain-General Royal Marines, has gone on view

at the Royal Marines' Museum, Portsmouth.

The portrait of the Duke will stand alongside the bust, completed last year, of his uncle Lord Mountbatten, Life Colonel Commandant Royal Marines.

Sculptor of both busts was John Doubleday.

Massed bands of the Royal Marines Beat Retreat last month in honour of the Duke's birthday. The ceremony, on Horse Guards Parade, is performed by the Royal Marines every three years.

After a short spell of royal escort duty, H.M.S. Scylla was handling heading for Gibraltar for a refit, after which the base will be Chatham instead of Devonport. Her ship's company will transfer to the Devonport-based H.M.S. Jupiter at Gibraltar.

Surgeon Vice Admiral Sir James Watt, Medical Director General, visited the new sick bay at R.N. air station Culdrose.

A B.B.C. crew spent two weeks day, running with H.M.S. Danae from Plymouth last month, filming for the television series, "Warship."

Princess Alice, Duchess of Gloucester, who launched H.M.S. London in 1961 and has maintained close ties with the ship ever since, went on board again at Portsmouth in June.

THE BIG HAUL — 2



With the help of flotation bags, police and H.M.S. Abdiel divers raise a stolen car from the bottom of Hartlepool dock. Picture: The Mail, Hartlepool

ABDIEL'S DIVERS
FIND A CAR

From Middle East war debris to North of England abandoned cars, H.M.S. Abdiel can say she has handled the lot.

Following her important role in the successful clearing of the Suez Canal, the Abdiel was called into action while paying a recent visit to Hartlepool.

The Abdiel's diving team had a large dock-side audience for a display they were putting on, when they

found a car on the harbour bottom. The car, which was later found to have been stolen, was raised with the help of flotation bags. Working in conjunction with the ship's divers were a team of police divers.

Hartlepool, which has adopted H.M.S. Abdiel, gave the ship's company a tremendous welcome.

Sporting and social engagements ensured the success of the visit, and Cdr. David Elliott, the Abdiel's commanding officer, presented Duke of Edinburgh bronze awards to seven local teenagers.

A contingent of Sea Cadets from T.S. Abdiel was embarked for the return passage to Rosyth.

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Having brought the Queen and Duke of Edinburgh back to Britain after the State visit to Finland, H.M.Y. Britannia sailed in mid-June for the United States and Canada and more Royal duty.

For the visit to Finland, the Queen and Duke joined the Britannia at Mariehamn and sailed to Helsinki. There was a State banquet on board the Britannia, at which President Kekkonen of Finland was one of the guests, and on the quayside the Royal Marines Band Beat Retreat. Later the Britannia sailed for Turku, where she was rejoined by the Queen and Duke for the passage to Tilbury.

For the colourful visits to the U.S.A. and Canada, the Britannia left Portsmouth on June 15, travelling via the

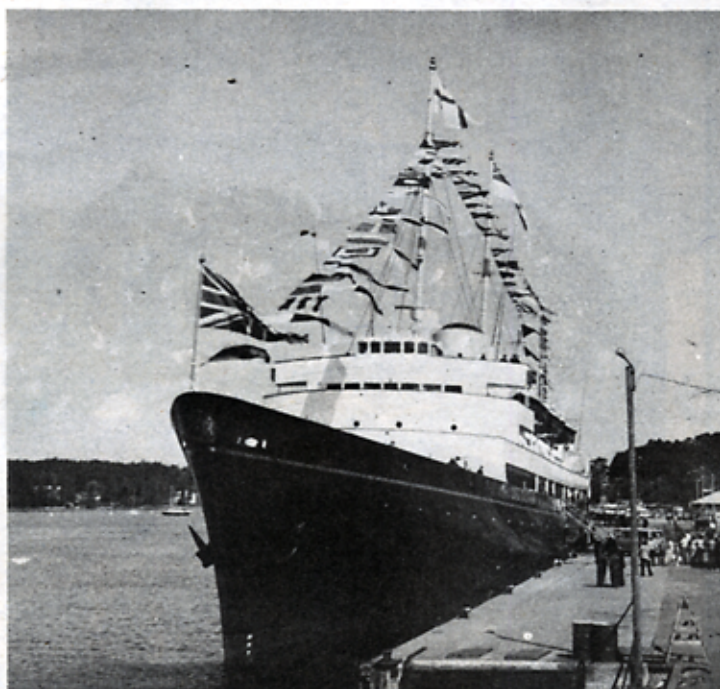
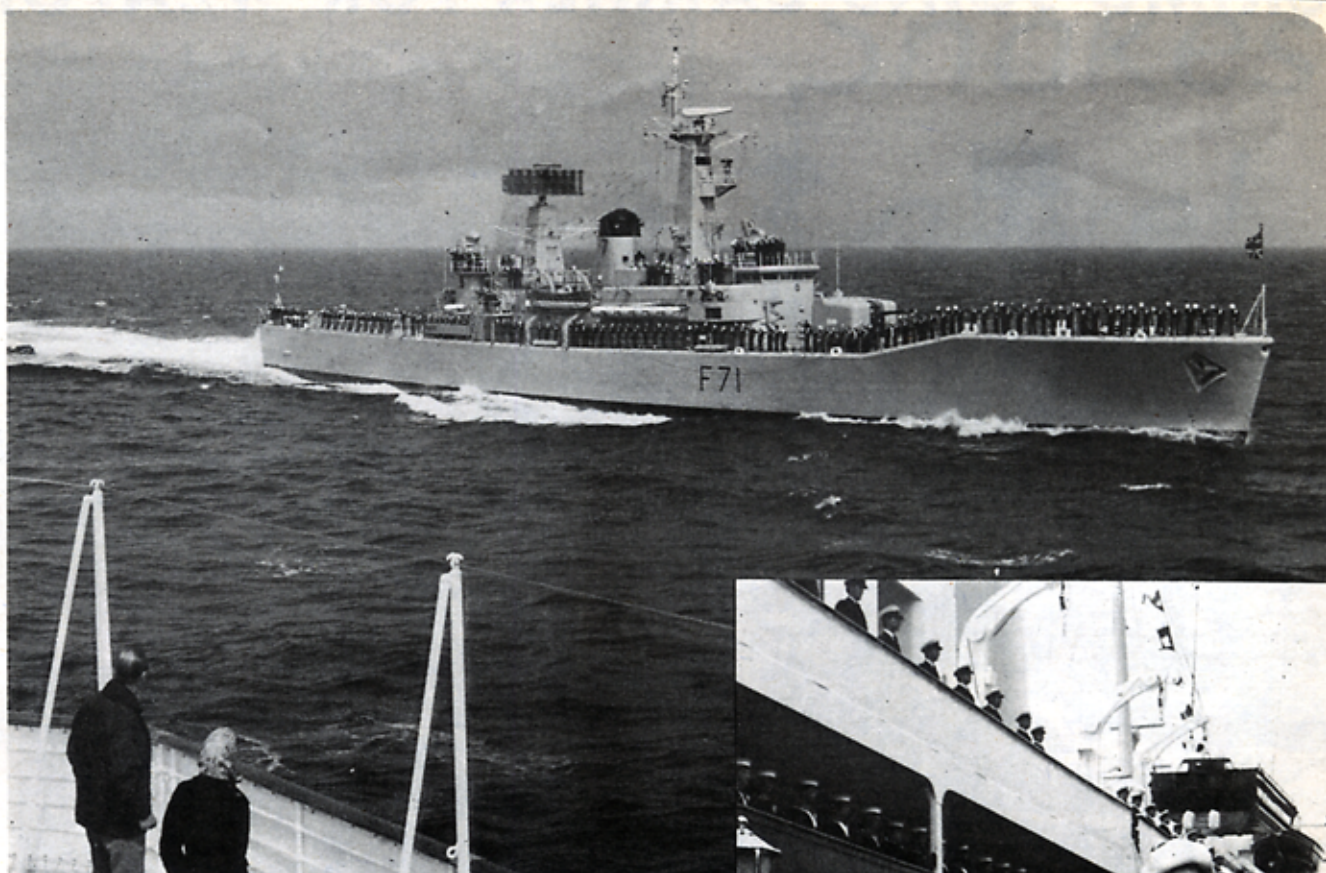
ROYAL YACHT HEADS FOR SUN AND GAMES

Azores and Bermuda. The Queen joins the Yacht in Bermuda and travels to the U.S. for the Bicentennial Celebration of America's Independence, starting at Penn's Landing in Philadelphia on July 6.

In support of a strenuous series of Royal visits, the Britannia will call at six ports in six days, including New York and ending in Boston after a transit of the Cape Cod Canal. Two days after Boston, the Britannia — with the Queen and Duke embarked — will arrive in Halifax, Nova Scotia, at the start of the Royal visit to Canada.

A four-day visit to the Maritime Provinces is planned and the Queen then flies to Montreal to open the 1976 Olympic Games. After negotiating the St Lawrence Seaway, the Britannia will call at Kingston, Ontario (where the Olympic yachting events are being held) then return to Montreal, from where the Queen flies home on July 26.

The Royal Yacht will sail the day after, calling at St John's, Newfoundland, for fuel. She is due to return to Portsmouth on August 18 and on her arrival the families of Royal Yachtsmen will be invited on board for a short trip in the Solent area.



Top: Ship's company members of H.M.S. Scylla give three cheers for the Queen and the Duke as the frigate steams past H.M.Y. Britannia while on Royal escort duty after the State visit to Finland.

Above: Royal Yachtsmen pay their tribute as the Queen leaves the Britannia at Tilbury.

Left: H.M.Y. Britannia at Mariehamn.

Pictures by LA(Phot) Tom Suddes



PILOTS' TROPHIES

Sub.-Lieut. J. A. Wells, of 829 Squadron, has received the Bell Davies Trophy, awarded annually to the best Supplementary List pilot to earn his wings. The presentation — pictured above — was made at Naval Air Station, Portland, by Mrs. P. S. Beale, daughter of Admiral Bell Davies, who originally sponsored the award. Sub.-Lieut. Wells is to take up an appointment in H.M.S. Galatea's flight.

The Kemsley Trophy, awarded annually to the best pilot passing the anti-submarine warfare operational flying training course, has been won by another member of 829 Squadron, Lieut. H. F. Hatton. The presentation — right — was made by Capt. D. T. McKeown, captain of H.M.S. Osprey, on behalf of the Fleet Air Arm Officers' Association. Lieut. Hatton, formerly a Gannet pilot, is currently in command of H.M.S. Hermlione's Wasp flight.



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ARK SHOWS HER FIRE POWER

After a three-week stay in Norfolk, Virginia, where her catapults were repaired, followed by a brief visit to Fort Lauderdale, Florida, H.M.S. Ark Royal continued with the task of operating her air group, using the facilities of the Atlantic Fleet Weapons Range in the Puerto Rico area.

Round-the-clock programmes of bombing, rocketing, missile-firing, and torpedo-dropping went on for two weeks, with H.M.S. Eskimo joining the Ark Royal for some of the time as planeguard escort.

● Left: H.M.S. Eskimo, acting as planeguard escort for H.M.S. Ark Royal, comes alongside for refuelling.

Picture: LA Mick Cunningham

Later the Ark headed north to Norfolk again, this time for a ten-day official visit, during which Flag Officer Carriers and Amphibious Ships, Rear Admiral J. H. F. Eberle, was due to go on board.

Busy

En route for Norfolk, the flight deck was the venue of the Ark's annual "garden fete," when more than £800 was raised for the Cookridge Hospital Cancer Fund for Children.

Stands from the various departments and squadrons which helped raise the money included "horse-racing," "Smash-a-crab," and "Guess the weight of the P.M.O.'s family."

After her stay at Norfolk, another busy programme was scheduled — including an operational readiness inspection by FOCAS and a NATO exercise.

HARK THE HERALD ANGELS

The throaty snarl of four powerful (and not-so-powerful) engines announced the arrival of a phalanx of chrome-plated thoroughbreds. The Herald Angels had arrived.

Lieut.-Cdr. Roger Bashforth glided to a halt, supported on his left by Leading Steward Colin Davey on a moped and on his right by RO Ian Stairs and AB Derek Stubley with the Bonneville 650.

The four motor-cycle kings from H.M.S. Herald were displaying their machines before stowing them away as the ship prepared to sail for sea trials after a Portsmouth AMP.

The Herald visited Portland in early June and then sailed northward to the Shetlands to land a detached party and continue her top-priority work of surveying a deep-draught tow-out route for oil and gas production platforms to the Brent and Frigg Fields.

But wherever the ship might sail, the cry will always be heard ... "Hark — the Herald Angels".



● Left: "Horse-racing" is in full swing at the H.M.S. Ark Royal flight deck "garden fete" and the punters look on as the 809 Squadron jockeys await the fall of the dice.



MANCUNIAN AH-OY!

When the patrol-class submarine H.M.S. Onslaught visited the Port of Manchester it meant homecoming for four of her crew. The submarine was on a Meet the Navy visit and while berthed at Manchester wore the flag of Vice-Admiral A. G. Tait, Flag Officer, Plymouth, who was also carrying out official duties in the city. As can be seen, the four Mancunians wasted no time in packing their grips and going ashore once the submarine was berthed. They were, from the left, PO Nick Carter, POMEM Roy Mulliner, CMEM Wally Blomeley and LMEM David Heap.

Picture: CPO Eric Thompson



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Fair enough!

Navy Fair 76, the largest Royal Navy charity event in Scotland, attracted more than 12,000 visitors to the Fleet Recreation Grounds, Rosyth, and raised a record sum of £7,500 for naval and local charities.

The visitors consumed 5,500 hot dogs and 2,000 meat pies prepared by Navy cooks, and washed the food down with more than 6,000 cups of tea.

Held on one of the few wet days experienced at Portsmouth this year, the fete in the wardroom grounds of H.M.S. Nelson raised £2,400 for King George's Fund for Sailors. This was about £350 more than the previous sun-blessed record.

The lady helpers did a magnificent job and the fortitude of the four "Drench-a-wench" Wrens deserved special commendation!

H.M.S. Dolphin's open day will be Saturday, July 3 (2 p.m. to 6 p.m.), when four submarines will be open to the public. Other attractions will include a helicopter display, unarmed combat, and a Royal Marine Band which will Beat Retreat.

There will be an amusement park for children and a children's competition to win a day at sea in a submarine. Entrance is 20p adults and 10p children. Parking is available in Dolphin and there will be a free ferry service from H.M.S. Vernon to Dolphin for visitors from the Portsmouth area.

'Tops' in training



Winner of the McJimpsey Trophy for the best trainee steward of the term in H.M.S. Pembroke, the stewards' training school, was JASTD J. P. Dalton.

A silver salver is displayed at the school, with winners' names and photographs on a Roll Board, and each winner is presented with a certificate.

In the picture JASTD Dalton receives his certificate from the Flag Officer Carriers and Amphibious Ships (Rear-Admiral J. H. F. Eberle), on whose staff he is serving at Fort Southwick.

JASTD Dalton's brother is also a steward, at present serving in H.M.S. Ark Royal.

Photo: Tom Hodgkinson.

Work Study School now 'Joint'

Inauguration of the Joint Work Study School at Shrivenham, Swindon, has taken place to mark the arrival of Royal Navy students and instructors at what was formerly an R.A.F. and Army establishment.

The move to Shrivenham follows the formation of the Royal Naval Divisional and Management School in H.M.S. Excellent. With the Whale Island school concentrating on management and divisional training for the Fleet, there was no place for the training of Fleet management services practitioners.

Naval students are already on course at the Joint Work Study School. The first naval instructor on the staff was REA1(A) Alan Lloyd, who joined the school from the then Royal Naval Management School in H.M.S. Vernon.

In April the R.N. Management School was merged into the new school in H.M.S. Excellent.

Other naval instructors who have since joined the Shrivenham work study school are Lieut.-Cdr. S. H. Glenny, who was a guest at the inauguration ceremony, and CRS D. Evans.



● Discussing points at the ceremony at which the Joint Work Study School was inaugurated: From left, REA1(A) Alan Lloyd (the first naval instructor on the staff), Capt. Paul Stanley (Director Naval Management and Organization) and FCMEA(P) Todd Pratchett (a student on Course J21).

Photo: RMCS Photographic Section

A visit to the R.M. Museum at Eastney, Portsmouth, opened the programme of the D-Day and Normandy Fellowship to celebrate the 32nd anniversary of D-Day.

Later the party visited H.M.S. Nelson and in the evening attended a reunion dinner at Southsea, where the Fellowship chairman (the Rev. G. R. Pateron) welcomed the Mayor of Arromanches and his wife as guests.

The service in Portsmouth Cathedral was well attended, the congregation including the Lord Mayor of Portsmouth, mayors of neighbouring towns and the Mayor of Arromanches and his wife.

A visit was made to Christchurch, Portsmouth, to see the

D DAY LANDINGS COMMEMORATED

memorial windows which commemorate the vigil kept there on the eve of the D-Day operations, and later the party called at H.M.S. Dryad to view the famous wall map in Southwick House.

Membership of the Fellowship is open to men and women of the armed forces and merchant navies who took part in D-Day and subsequent operations up to the end of the battle of Normandy (August 19), and to their relatives and those with a close association with, or interest in, the events of 1944.

Application for membership

should be made to Cdr. A. D. Gilbert, R.N. (Rtd.), hon. membership secretary, St John's Cottage, Shedfield, Southampton, SO3 2HY. Life subscription is £2.

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Devonport celebrates

Celebrations were held at the Royal Sailor's Rest, Devonport, to mark the opening of the first Rest in Devonport, exactly 100 years earlier. The Lord Mayor of Plymouth expressed his good wishes for the next 100 years, and the Admiralty Board passed on their appreciation of all the good work which had been done since "Aggie Weston" established the first Rest.

After the formal meeting many happy recollections were shared at an informal

meeting in the evening. Next day a service of thanksgiving was conducted by the Rev. Arthur Nunnery in the Church of St Nicholas, in H.M.S. Drake. Admiral Sir John Hamilton gave the address and a moving appreciation of the life of Dame Agnes Weston.

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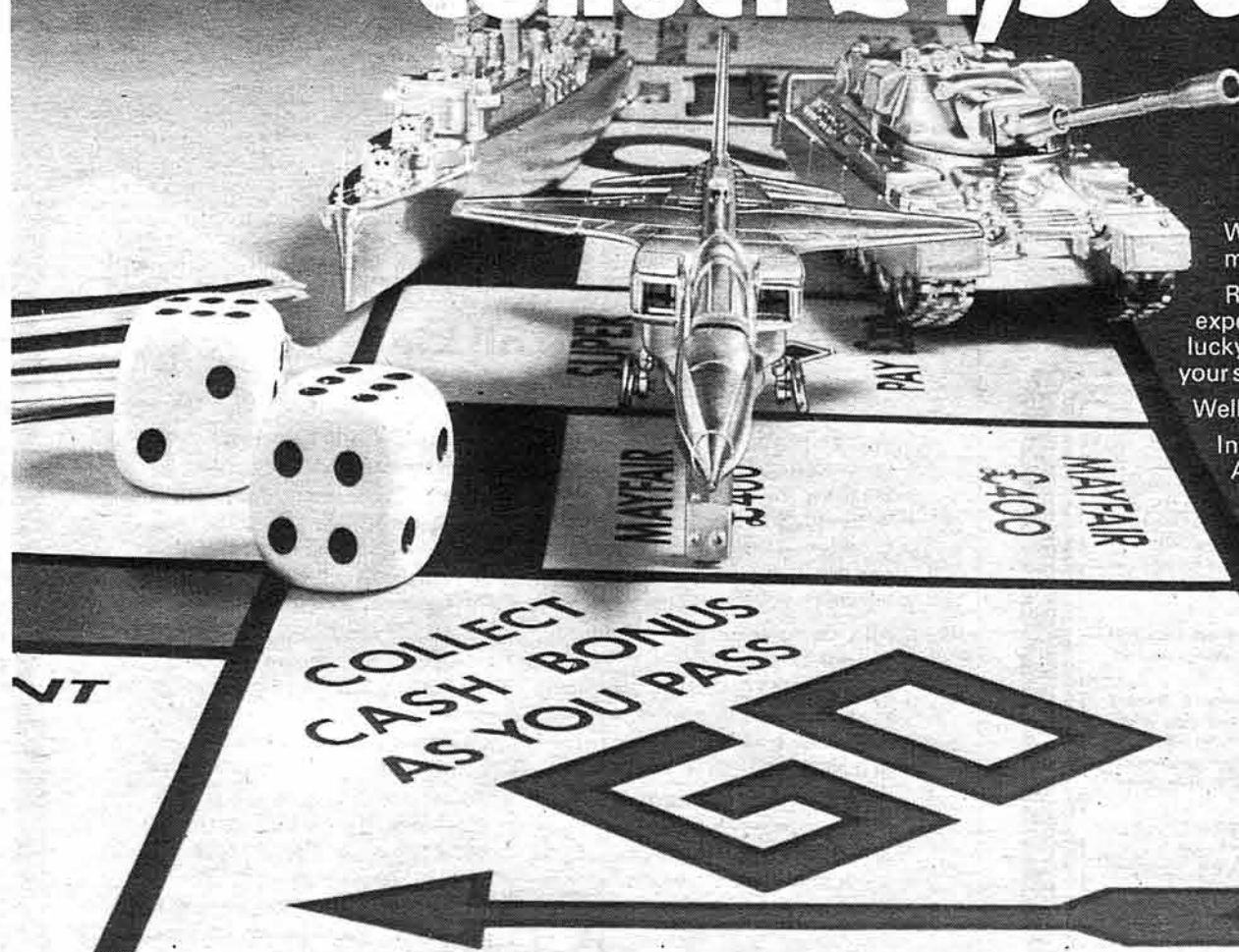
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SPORT

ATHLETICS

Ted sets sizzling hat trick hat trick

Royal Marine Col Sgt Ted Kellend chose the hottest June day for 14 years to set a sizzling record at the Royal Navy athletic championships in Portsmouth.

The big Marine recorded his hat trick of hat tricks in the discus, shot and hammer events to complete a marvellous week. Only days before he had claimed the Welsh discus title with a throw of more than 162ft.

This was the third occasion on which Kellend had swept the championship discus, shot and hammer board.

Portsmouth retained the men's title despite strong pressure from Naval Air and the Marines in the scorching Victory Stadium.

TITLES

Chief Wren Deidre Watkinson, the former Great Britain international, took three titles in the women's competition, winning the 100m., 200m., and the shot.

Portsmouth team mate CWren Jane Walsh defied the heat to improve the Navy and championship 800m. records by a full nine seconds.

The only other record break was Wren J. Pickering, of Portsmouth, who bettered the women's discus mark by .32m. to 37.32m.

Navy decathlon champion Cpl Phil Lewis had a busy championship. The Marine won the 100m. and high jump, came second in the javelin, and third in the pole vault and discus.

Fellow decathlete PO Trevor Walhen, from H.M.S. Heron, was placed second in the high jump and shot, and third in the javelin and 110 hurdles.

MEN

(R.M. = Royal Marines, Pmo = Portsmouth, Ply = Plymouth, Sco = Scotland, Med = Medway, Air = Naval Air Command, Ind = Individual entry)

100m. — 1, Cpl P. Lewis (R.M.) 11.5sec.; 2, LMEM Moses (Ply); 3, AB J. McIney (Ind).

200m. — 1, Mne D. Wooden (R.M.) 23.3sec.; 2, LMEM Moses (Ply); 3, Lieut. R. Sampson (Pmo).

400m. — 1, Mne D. Wooden (R.M.) 49.3sec.; 2, Sub-Lieut. N. Latham (Ply); 3, AAS P. Lucey (Air).

800m. — 1, Sgt P. Bamford (R.M.) 1:56.4; 2, Lieut-Cdr. D. Furneaux (Pmo); 3, POPT S. Ellis (Air).

1,500m. — 1, Lieut. R. Ward (Ply) 3:56.4; 2, Sgt K. Smith (R.M.); 3, POPT S. Ellis (Air).

5,000m. — 1, Lieut. R. Ward (Ply) 15:06.0; 2, POPT J. Tracey (Pmo); 3, Lieut-Cdr. R. Chapman (R.M.).

110m. hurdles — 1, CPO A. Cronin (Air) 15.0sec.; 2, OEA3 C. Akhilele (Pmo); 3, PO T. Walhen (Air).

400m. hurdles — 1, LAM T. Lewis (Air) 55.3sec.; 2, Lieut-Cdr. H. Hellier (Pmo); 3, Lieut. R. Sampson (Portsmouth).

High jump — 1, Cpl P. Lewis (R.M.) 1.75m.; 2, PO T. Walhen (Air); 3, MEA/A A. Popo-Ola (Sco).

Long jump — 1, OEA3 C. Akhilele (Pmo) 6.72m.; 2, POMEM L. De Looze (Pmo); 3, Lieut. H. Edleston (Ply).

Hammer — 1, C/Sgt T. Kellend (R.M.) 45.34m.; 2, FCPT Bell (Pmo); 3, PO B. Grubb (Med).

Triple jump — 1, POMEM L. De Looze (Pmo) 14.21m.; 2, OEM A. Thompson (Sco); 3, REA/A A. McCauley (Pmo).

Pole vault — 1, EM(A) N. McPhee (Air) 4.00m.; 2, CPO A. Brady (Pmo); 3, Cpl P. Lewis (R.M.).

Shot — 1, C/Sgt T. Kellend (R.M.) 15.49m.; 2, PO T. Walhen (Air); 3, NAM I. Boorman (Air).

Discus — 1, C/Sgt T. Kellend (R.M.) 48.87m.; 2, NAM I. Boorman (Air); 3, Cpl P. Lewis (R.M.).

3,000m. steeplechase — 1, AB S. Hall (Pmo) 9:19.8sec.; 2, Lieut. B. Davies (Pmo); 3, Lieut. B. Heath (R.M.).

Javelin — 1, L/Cpl S. Bibby (R.M.) 59.60m.; 2, Cpl P. Lewis (R.M.); 3, PO T. Walhen (Air).

4x100m. relay — 1, Portsmouth, 44.5sec.; 2, Scotland; 3, Naval Air.

4x400m. relay — 1, Royal Marines, 3:27.0sec.; 2, Plymouth; 3, Naval Air.

Points — 1, Portsmouth (114); 2, Naval Air (106); 3, Royal Marines (104); 4, Plymouth (64); 5, Medway (37); 6, Scotland (9).

WOMEN

100m. — 1, CWren D. Watkinson (Pmo) 12.7sec.; 2, CWren J. Walsh (Pmo); 3, LWren P. Harrison (R.M./Ply/Med).

200m. — 1, CWren D. Watkinson (Pmo) 26.2sec.; 2, CWren J. Walsh (Pmo); 3, LWren P. Harrison (R.M./Ply/Med).

400m. — 1, CWren J. Walsh (Pmo) 61.7sec.; 2, PO Wren McKenzie (Air/Scotland); 3, Wren M. Leemon (Portsmouth).

100m. — 1, PO Wren S. Caulfield (Air) 18.7sec.; 2, Wren Tinkler (Air/Scotland); 3, Wren A. Griffin (Pmo).

800m. — 1, CWren J. Walsh (Pmo) 2:30.4sec.; 2, PO Wren N. Ahern (Pmo); 3, PO Wren S. Caulfield (Air/Scotland).

Discus — 1, Wren J. Pickering (Pmo) 37.32m.; 2, Wren L. Arbus (Pmo); 3, PO Wren S. Caulfield (Air).

Javelin — 1, Wren E. Bradley (Pmo) 37.34m.; 2, CWren J. Walsh (Pmo); 3, O S. Mynott (Air/Sco).

Shot — 1, CWren D. Watkinson (Ind) 10.20m.; 2, Wren J. Pickering (Pmo); 3, Wren J. Thomas (Pmo).

Long jump — 1, CWren J. Walsh (Pmo) 4.85m.; 2, Wren J. Martin (Pmo); 3, Wren Y. Leeman (Ind).

High jump — 1, Wren G. Roberts (Pmo) 1.48m.; 2, CWren J. Weeks; 3, Wren D. Bell (Air).

4x100m. relay — 1, Portsmouth, 54.0sec.; 2, Naval Air; 3, Royal Marines.

Points — 1, Portsmouth (109); 2, Naval Air/Scotland (70); 3, R.M./Plymouth/Medway (43).

Collingwood retain title

H.M.S. Collingwood retained the Portsmouth Command athletics championship for major establishments at Pitt Street last month. H.M.S. Dryad won the "minor" competition.

The W.R.N.S. team and relay trophies went to H.M.S. Nelson.

H.M.S. Fiscard won the Plymouth Command athletics championships at the expense of the Royal Naval Engineering College, Manadon, last year's champions.

Third were H.M.S. Hermes, fourth B.R.N.C. Dartmouth, fifth H.M.S. Euryalus, sixth H.M.S. Ariadne, seventh Field Gun Crew, and eighth H.M.S. Cambridge.

International runner Lieut. Rees Ward won three events during the championships, the 800, 1,500 and 5,000 metres.

Corporal E. Simmiyu, a member of the Kenyan Navy under training at H.M.S. Sultan, took four first prizes and two seconds at the Gosport



Champagne Electron II

Electron II scored a notable victory in winning the first ever non-stop ocean race around the British Isles.

After a slow start in the Channel, stiff north-westerly winds gave very fast, exhilarating sailing around the Irish coast and on past the Western Isles to the Shetlands, writes Lieut. Don Budge.

During this period Electron II achieved a fast day's run of 198 miles, averaging 8½ knots on the ground. The crew also found time to go up the mast to repair the wind direction gear, and to strip the steering gear.

The wind was blowing a full gale, which gave a few hairy moments with the spinnaker,

and chafe problems kept idle hands busy sewing sails.

However, Muckle Flugga was reached without much trouble, leaving a long, close reach through the oil rigs of the North Sea to Smiths Knoll

light vessel and the Straits of Dover.

About ten miles from the finish, the wind dropped, and a very frustrating six hours were spent virtually in sight of the finishing line.

It's champagne-time for the crew of Electron II. The Royal Naval Sailing Association entry had just received official confirmation of victory in the Royal Ocean Racing Club's British Islands Race.

Left to right are REM Kevin Dakin (H.M.S. Dolphin), CREL Ray Smith (Collingwood), Lieut. Don Budge (Vernon), Lieut. Ian Gallett (Collingwood, captain), CEA(1) Mick Waddleton (Collingwood), LAM Roger Gardiner (Yeovilton), and REM Clive Vaughn (Dolphin).

Electron's overall victory capped the Navy's performance in the exacting 1,860-mile race. Hindostan, the Britannia Royal Naval College, Dartmouth, entry, finished second in Division II of the race.

Photo: CPO (Phot) Tony Wilson.

Celebrating the Royal Navy's first Inter Service sabre victory since 1955 are (left to right) Lieut. Cdr. Chris Walker (Collingwood), CPOPT Peter Wallis (Teme-raire) and WO2 Terry Harrison (R.M. Stonehouse).

Their 11 victories at the Inter Service triangular meeting at H.M.S. Teme-raire saw the Navy take the sabre title at the expense of the R.A.F. (nine wins) and the Army (seven wins).

There were no losers in the women's competition, with all three Services finishing with 16 victories. The W.R.N.S. team was Second Officer Felicity Heal (Cochrane), Second Officer Barbara Williams (Nelson), Wren Chris Frey (Dolphin) and RPO Wren Sue Cobbett (Pembroke).

When WHAT AND WHERE

WHEN WHAT AND WHERE

JULY

- 1 — Sailing: R.N.S.A. Clyde Regatta (Clyde).
- 1-4 — Modern pentathlon: Inter Service pentathlon championships (Aldershot).
- 2-3 — Athletics: R.N. Junior championships (Plymouth); Swimming: R.N. junior championships, swimming, diving, water polo (H.M.S. Raleigh).
- 3 — Cycling: R.N. & R.M.C.A. circuit races (Lee-on-Solent).
- 4 — Sailing: R.N.S.A. v. Sea View Y.C., Mermaids (Seaview); Tennis: R.N. v. Veterans of Great Britain (Greenwich).
- 5 — Swimming: Inter Service junior championships, swimming, diving, water polo (H.M.S. Raleigh).
- 7 — Athletics: R.N.W. Inter Service championships (Aldershot).
- 7-8 — Sailing: Inter Command keelboat championships (Mermaids) Robertshaw Cup (Seaview).
- 8-9 — Tennis: Inter Command championships (U.S. Portsmouth).
- 9-11 — Modern pentathlon: R.N. novice tetraathlon championships (H.M.S. Dryad). Mountaineering: open meet (Cornwall).
- 10-11 — Golf: R.N. v. Dunbartonshire (Cardross).
- 11 — Cricket: R.N. v. Devon (Exeter). Cycling: 100-mile time trial (Emsworth). Tennis: R.N. v. Portsmouth Command (Veterans) (Greenwich).
- 12-24 — Shooting: National Rifle Association meeting (Bisley).
- 14-31 — Saddle: Royal Tournament.
- 15 — Cricket: R.N. v. Club Cricket Conference (Portsmouth).
- 17 — Sailing: A.S.Y.C. individual keelboats (Mermaids) Gold Cup (Seaview). Tennis: R.N. v. Queen's Club (Greenwich).
- 17-18 — Tennis: R.N.W. lawn tennis matches (to be decided).
- 18 — Sailing: Inter Service team keelboats (Mermaids) Coningham Cup (Seaview). Tennis: R.N. v. All England (Greenwich).
- 19-23 — Fencing: Inter Service individual championships (Earls Court).
- 20 — Cricket: R.N. v. Hants II (Portsmouth).
- 21 — Cricket: R.N. v. British Police (Portsmouth). Sailing: C-in-C's Cup, Bosuns (Portsmouth).
- 22-23 — R.N. senior championships, swimming, diving, water polo (H.M.S. Raleigh); R.N.W. and inter group championships (H.M.S. Raleigh).
- 23 — Fencing: Phase IV (Royal Tournament); Combined Services v. L.A.F.U. (Royal Tournament); Combined Services v. All England (Earls Court).
- 23-25 — Kayak: R.N. slalom championships (River Awe, Scotland).
- 24 — Athletics: R.N. v. Army, juniors (Aldershot).
- 24-25 — Cricket: R.N. v. Quidnuncs (Portsmouth).
- 26 — Athletics: R.N. & Army juniors v. Wales juniors (Wales). Tennis: R.N.W. championships (R.N.C. & All England Club).
- 26-31 — Tennis: R.N. championships (Greenwich and All England Club).
- 26 — August 10 — Swimming, diving representative matches and water polo tournament (to be notified).
- 28 — Cricket: R.N. v. Somerset II (Taunton). Golf: R.N. v. Civil Service (Blackmoor).
- 29 — Cricket: R.N. v. Glamorgan II (Wales).
- 29-30 — Athletics: R.N. senior and junior decathlon, R.N.W. pentathlon and R.N. 10,000 metre championships (Portsmouth).
- 30 — Cricket: Combined Services v. England Young Cricketers (Lord's).
- 30-31 — Swimming: R.N.W. Inter Service diving championships (to be confirmed, Portsmouth).
- 31 — Saddle: Metropolitan Horse Show.
- 31-August 3 — Modern pentathlon: British junior championships (Croydon).

AUGUST

(first week)

- 1-7 — Sailing: Cowes Week, yachts, Craven Phillips Cup (Cowes).
- 2 — Cricket: R.N. v. Sussex II (Portsmouth). Tennis: R.N.W. Inter Service championships (All England Lawn Tennis Club).
- 2-3 — Tennis: Inter Service championships (All England Lawn Tennis Club).
- 5 — Cricket: R.N. v. Civil Service (Portsmouth). Swimming: Inter Service diving championships (Victoria Pool, Portsmouth).
- 6 — Cricket: R.N. v. United London Banks (London).
- 7-8 — Cycling: Two-day road race (R.A.F. Kinloss).

Champagne fencers!

Celebrating the Royal Navy's first Inter Service sabre victory since 1955 are (left to right) Lieut. Cdr. Chris Walker (Collingwood), CPOPT Peter Wallis (Teme-raire) and WO2 Terry Harrison (R.M. Stonehouse).

Their 11 victories at the Inter Service triangular meeting at H.M.S. Teme-raire saw the Navy take the sabre title at the expense of the R.A.F. (nine wins) and the Army (seven wins).

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When WHAT AND WHERE



OLYMPIC DESPAIR

Kelly, Lewis out of games

Fate, and the Great Britain boxing selectors, have



To mark his outstanding services to naval football, Capt. Anthony Murphy (above) has been made a life member of the Royal Navy Football Association. He is only the fourth such member in the association's 72-year history.

A plaque to mark the occasion was presented to Capt. Murphy at the annual meeting of the association's general council, during which Capt. Murphy handed over the R.N.F.A. chairmanship to Capt. Richard Heaslip (Captain, 2nd Submarine Squadron).

Capt. Murphy (Captain, H.M.S. Collingwood) has been chairman of the R.N.F.A. for the last three years.

French test for Navy canoe team

Breaking new ground for Navy canoeing — and for most British canoeists — a Navy canoeing expedition recently explored some of the many rivers in the French Pyrenees.

The main priority was to train relative newcomers to the sport of white water canoeing on mile after mile of rough rivers.

Led by Sub-Lieut. C. Hume, of R.N.E.C., with instructors, Lieut.-Cdr. P. Hewitt (Osprey) and Lieut. Waghorn (Neptune), the party consisted of CPO J. Anderson (Defiance), Sub-Lieut. K. Podger, Wren Sue Keep, NA K. Marino and NA F. Suter (all of Osprey).

Starting on the easier parts of the Gave de Pall, the party soon progressed to harder sections such as the "Chickens Gullet" rapids. Sue Keep swam through Rogets Rognon in the middle of a blizzard. This weather was the worst but not much more than that encountered during most of the expedition.

Rivers of increasing difficulty followed; the Gave d'Ouzon, the river Saison and the Gave de Larrau. The latter, a site for international slalom and down-river competitions, was tackled in fine style but managed, nevertheless, to inflict severe injuries

dealt bitter blows to two young sailors who seemed destined for a tilt at Olympic glory in Montreal.

Neither man will compete in Canada. Neither will ever forget why.

Fate's hand could be seen in the case of Navy 400 metres hurdler Ty Lewis. Out of the blue, the leading airman from H.M.S. Daedalus was asked to represent St Vincent Island at the Olympics, and the Royal Navy supported him all the way.

But months of hard training, and dreams of what might have been, collapsed with the arrival of a garbled message from the East Caribbean Embassy in London.

• INELIGIBLE

Further investigation revealed that St Vincent is ineligible for the Games. The tiny Caribbean island does not have the necessary sporting affiliations with the Olympic movement.

But fate had very little to do with the non-selection of Navy welterweight boxing champion Paul Kelly. That decision was made by the Great Britain boxing selectors.

Top fencer in women's sport post

The Royal Navy has a new Women's Sport Officer. She is Second Officer Barbara Williams, whose last appointment was in Gibraltar.

Second Officer Williams, a Navy fencing champion, succeeds Second Officer Shelagh Phillips, the first person to hold the position of Women's Sport Officer.

It was a decision greeted with disappointment and anger by Navy boxing officials, and amazement by civilian pundits.

Colin Jones, a 17-year-old Welshman, had unexpectedly beaten Kelly in the A.B.A. final, but Jones's youth and inexperience raised doubts about his suitability to match the world's best amateurs during a prolonged Olympic tournament.

• DOUBTS

The British selectors revealed their doubts by asking Kelly, a leading physical trainer at H.M.S.

Temeraire, to box Scottish champion Steve Cooney on last month's G.B. v. U.S.A. bill at Wembley.

A final Olympic trial? Kelly won, and won well. Then came the selectors' bombshell. Young Jones, who had also won in the U.S.A. match, was their choice for Montreal.

Kelly was nowhere.

One thing is not in doubt. If the U.K. boxing selectors cannot automatically accept their A.B.A. champions in Olympic years, a system of elimination trials must be brought into operation.



Heron's catch

The appropriately named H.M.S. Heron entry won the team event in the R.N. and R.M. Angling Association's first annual fly-fishing championship, held at Sutton Bingham Reservoir.

Seven two-man boat teams from ships and shore establishments competed, and there was a competition for individuals.

Results were:

Best catch, best brown trout, special bank prize — CPO P. Hughes (staff of Director Fleet Maintenance, Portsmouth).

Team prize — H.M.S. Heron.

Best rainbow trout — Lieut.-Cdr. D. Crampton-Thomas (Heron).

Coarse angling

The Portsmouth R.N. and R.M. Coarse Angling Association has a wide variety of waters to fish, with plenty of outings arranged to rivers in Hampshire, Dorset and Sussex.

All serving and ex-naval personnel are eligible to join. Application for membership should be made to Mr. R. Kiefer, 51 Martin Avenue, Stubbington, Hants.



Royal Navy coarse angling colours have been presented to CPOA B. W. Snelling (above), who is based at Portland.

The angling association at Portland has more than 150 members, largely due to the enthusiasm of Chief Snelling.

Navy's representative is major U.K. medal hope

Finn sailor David Howlett will be the Royal Navy's sole serving representative at the Olympic Games. He is also one of Great Britain's best medal hopes.

Sub-Lieut. Howlett, who comes from Leicester and lives in Portsmouth, has been doing his final preparations at Shoreham, Sussex, where similar open conditions exist to those he will find at Kingston, Ontario.

Howlett knows these conditions well, having sailed there several times already. He won the Kingston pre-Olympic regatta a year ago against opposition he can expect to meet this month.

Quietly confident of doing well, Howlett sees his main rivals as coming from Australia, Sweden, America and Russia.

Sport in brief

Naval students of Tae Kwon-Do, the Korean style of karate, have an official representative. He is POMEM D. A. Roberts (D/0 75870, 5 Mess, H.M.S. Fife).

The British Tae Kwon-Do Karate Federation is recognised by the British Board of Karate Control. PO Roberts, as the naval representative for the B.T.K.F., would welcome enquiries on the style of Tae Kwon-Do.

CPO Mal Kirkham, the R.N.F.A. referee's examiner, spoke at a meeting of Scotland area naval referees at H.M.S. Neptune. The meeting discussed refereeing in the Navy, and also heard a talk by an official of the West of Scotland Football League.

PO E. Poller, secretary of the R.N.F.A. Referees Society (Scotland) would like to hear from anyone interested in becoming a referee. PO Poller can be contacted at the petty officers' mess, H.M.S. Neptune.

Success crowned CPO Ted Wyatt's last match as manager of H.M.S. Norfolk's football team. His side beat a Standing Naval Force Atlantic XI by two goals to one in pouring rain at H.M.S. Caledonia. Jim Dales scored the Norfolk goals.

CPO Wyatt is leaving the guided missile destroyer to join the Phoenix N.B.C.D. school.

H.M.S. Sheffield won the Midships hockey competition when they beat H.M.S. Juno 5-1 in the final at Portsmouth.

R.N. ski win

A Royal Navy team won the Williams and Glyn Cup for the best-placed Service entry at a well-attended ski race meeting at Stainforth dry ski slope, Aldershot.

The team was led by the Navy's Alpine ski team captain, Lieut. Will Pedder (H.M.Y. Britannia). Members were Lieut. David Morris (Repulse), Lieut. Rowland Raikes (Aurora) and Lieut. Mike Johnson (Exmouth).

In the fifth position overall was the Navy's second team of L.Wren Kendall (Daedalus), Lieut.-Cdr. Nicholas Franks (Britannia), EM2 White (Tiger) and Mid. Geoffrey Stocker (Oxford University).

These happily smiling members of Queen Alexandra's Royal Naval Nursing Service took part in the Franklin Rose Bowl tennis tournament at R.N. Hospital Haslar. From left to right are Susan Helsby (Senior Nursing Sister, Plymouth), Isabelle Gauld (SNS, Haslar), Jane Gill (SNS, Haslar) who won the tournament, Lesley Singer (Quarter Officer QARNNS, Plymouth), Mary Bocquet (SNS, Plymouth), and Patricia Hambling (SNS, Haslar).

Scylla success

A combined football team from H.M.S. Scylla and H.M.Y. Britannia beat the Finnish Military Academy by 14 goals to nil at Helsinki during the Queen's recent visit to Finland. The combined XI also beat the Finnish Navy 6-1 during the State visit.

H.M.S. Scylla has not been short on soccer success in recent months. Her team beat H.M.S. Juno 4-0 to win the Midships final at Portsmouth.

Navy success at Service regatta

Two wins highlighted the Royal Navy's biggest assault on the R.A.F.-dominated Joint Services Rowing Regatta at the National Water Sports Centre in Nottingham.

The novice sculls was won by Lieut. Nigel Guild of C.W.T., H.M.S. Excellent, and Wren Margot Yardley (H.M.S. Collingwood) won the women's sculls.

Other notable achievements by the 32-strong Navy team

were the performances of a novice four of sub-lieutenants from H.M.S. Excellent, who reached the final before succumbing to R.A.F. Cranwell, and a team of four apprentices from H.M.S. Heron. The Heron lads rowed their fastest

time ever despite being well beaten.

★ ★ ★

Sub. Lieut. Mark Harris, who won a bronze medal with the British lightweight eight during the 1975 world rowing championships at Nottingham, will be hoping to improve on that at the 1976 world championships in Austria during August.

The 22-year-old Harris is in the designate eight currently preparing for the world championships on the testing international regatta circuit.

★ ★ ★

The R.N. & R.M. (Portsmouth) Rowing Club's second regatta at Horsea Lake on July 24 has attracted entries from naval and civilian rowing clubs all over the country.



The victorious Portsmouth Command golf team celebrates with Taylor Cup and Royal Navy golf flag held high. From left to right (standing) are Lieut. John Newlands (Collingwood), Lieut. Malcolm Edmunds (captain of Portsmouth team, Collingwood), Cdr. Brian Gallagher (NDC, Latimer), Lieut.-Cdr. Roger Dickinson (team manager, Excellent), Lieut. Jim Grieve (Excellent), and CPO Clive Shinn (Collingwood). Front row: Lieut. Roger Hockey (Excellent), Surg.-Cdr.(D) Mike Swann (Vernon) and Lieut.-Cdr. David Christie (Nelson).

Photo: LWren Jane Burridge, R.M. Deal.

Portsmouth win inter-command championship

Portsmouth's naval golfers made up for their unhappy 1975 showing by winning this year's inter-command match play championships at Royal Cinque Ports, Deal, writes John Weekes.

The result was in doubt until the last match of the championships, between Portsmouth and Royal Marines, both of whom had 3½ points at that stage. Portsmouth won an exciting battle by four games to two due to their greater strength among the tail-enders.

Plymouth, the defending champions, overtook the Marines at the last minute to take second place on "goal" average.

Full results were:

Command	Pts	For	Agst
1, Portsmouth	4½	21	9
2, Plymouth	3½	19	11
3, Royal Marines	3½	17½	12½
4, Scotland	1½	12½	17½
5, Naval Air	1	11	19
6, Medway	0	9	21

GOLF

Conditions at Deal for the three-day championships last month were much easier than usual, with lots of run on the dry fairways and an absence of the strong winds that so often seem to be blowing there.

Several competitors completed their matches unbeaten, and it was good to see Band Col. Sgt. Ken Shears back on the winning trail again. He won all five of his games.

WINNERS

Portsmouth fielded two golfers who won their four games, Lieut. John Newlands, who is shortly to go to sea in H.M.S. Kent, and Lieut.-Cdr. David Christie of H.M.S. Nelson.

Another player to distinguish himself on his first appearance in an inter-command competition was Lieut. Ted White of the United States Navy, now serving with 820 Squadron. Golf in America is seldom played in circumstances like those at Deal, but Lieut. White acclimatized well enough to win four out of his five games for Naval Air Command.

BEST TWO

Perhaps the two best performances of the week belonged to the Grant clan. Both members (unrelated) won all five of their matches. They were Lieut.-Cdr. Brian Grant of H.Q. Commando Forces, R.M., playing for Plymouth, and Marine Murray Grant of 45 Commando, who will soon be leaving the Corps to take up an appointment as an assistant professional.

Although they finished in third place, the Royal Marines deserve a special mention. This is the third successive championship which they have failed to win by the narrowest of margins. Perhaps they will come good at the 1976 stroke play championships at Cardross from September 8-10.

Clean sweep in Malta

The Royal Navy soccer team in Malta made a clean sweep of Service trophies during their season, the first time this has been achieved. Inter Service, Inter Service Saturday League, Division I, and League Cup competitions were all won as the R.N. team played 40 matches, won 30, lost four and drew six.

The team was CPTI Cousins, CPOMA Tacliffe, AB Scerri, LSA Murray, LREM Evans, LSA Cooper, RO O'Neill, MEM Bugaja, MEM Abela, AB Mallia, POPTI Silience (coach), MEM Aqualina, MEM Faure (capt.), POSA Robertson, MEM Mallia, MEM Schiberras.

TENNIS

R.M. Plymouth and Medway dominated the Royal Navy Women's inter-group tennis championship at Portsmouth to win 20 out of their 24 matches. Air and Scotland won ten matches and Portsmouth six.

Capped for England!



Proudly displaying his England Colts rugby cap is Marine Paul Griffiths, of 40 Commando Royal Marines. Paul (19) was in the England team that defeated Wales 10-6 at Twickenham last year.

He has now been selected to join the England under-23 squad training session at Lille-shall from July 21-24. Peter Colston, the England senior coach, will be in attendance.

Paul, a lock forward, is the Navy's under-21 shot putt champion. Unfortunately, duty in Northern Ireland will mean him missing the first four months of next rugby season.

Long swim cancelled

An unseasonable Solent storm in the middle of June caused the cancellation of the Royal Navy and Inter Service long distance swimming championships. The Solent was far too rough for the long distance men to swim from Southsea to Ryde on the Isle of Wight.

R.M. power to cricket title

Held for the first time at R.N. air station Yeovilton under the auspices of Naval Air Command, the Inter Command cricket tournament was a great success, with the Royal Marines winning the trophy outright for the first time since 1970, writes Derek Oakley.

In the final, the Marines defeated Portsmouth by 129 runs.

Using two pitches at Yeovilton, and the county ground at Taunton on the second day, some high scoring was achieved, there were good bowling performances, and a few young cricketers were unearthed.

In the preliminary round, Naval Air just beat Scotland in a high scoring game, with Lieut.-Cdr Pat Cummuskey, CPO Eric Young and Sub-Lieut. Charles Gilbert all scoring half centuries. Nearly 450 runs were scored in the allotted 100 overs.

In the other match, Medway were always on top of Plymouth, who were by no means at full strength.

On the second day, the Royal Marines scored 209 for five against Medway, who

could muster only 110 in reply. For the Royals, Lieut. Bob Fulton scored a quick 51 not out, and Cpl. Les Danter a scorching 55 not out.

In the other semi-final, Portsmouth scored 200, with the runs being shared in a strong batting side, while Naval Air succumbed quickly to veteran spinner CPO David Stracey and a 16-year-old medium pacer, LREM John Williams. Naval Air were all out for 28.

The toss was all-important in the final, as

CRICKET

the Yeovilton pitches had been inclined to break up in the second innings. The Royal Marines scored 200 runs off their 50 overs, with Bob Fulton hitting a brilliantly controlled 75.

When Portsmouth batted the pitch began to crumble and wickets fell regularly. Capt. Gerry Wells-Cole finished off the innings by taking 3-15 in ten overs. Lieut. Mike Beaumont finished with three for 25, as the Marines won by 129 runs.

INCOGNITI

One exciting and one dull draw have been the features of the Navy season to date. In the two-day match against Incogniti, the Navy got off to a steady start thanks to Surg-Lieut. Paul Cooper and Lieut.-Cdr. John Lucas.

The bowling was generally tight in this match and runs were not always easy to come by. Lieut. Paul Stubbs, batting at No. 5, consolidated the innings with a sound 54, allowing the Navy to declare at 209-8.

After an opening stand of 76, Incogniti's middle order collapsed against Mech Eric Whyte and Lieut. Neil Mort, and they were all out early on the second morning for 177.

The Navy's second innings was dominated by John Lucas, who scored freely all round the wicket. His 104 came in 124 minutes and allowed the Navy's bowlers time to get at the Incogniti batting.

Once again they got away to a good start in their chase for 209 runs, but Whyte soon got among wickets. This time he took 5-45 in a long 16-over spell. Incogs continued to chase the runs until the final two overs, and with Sub-Lieut. Charles Gilbert taking two wickets with his leg breaks at the end, the result was always in doubt.

Royal Navy 209-8 dec. (P. Stubbs 54, P. Cooper 30, J. Lucas 37) and 178-4 dec. (Lucas 104). Incogniti 177 (Mort 4-70, Whyte 3-41) and 171-8 (Whyte 3-45, Gilbert 2-2).

AUTHENTICS

The following day the Navy travelled to play Oxford University Authentics in an unsatisfactory game. Eight of the Navy batsmen scored double figures without ever dominating the University bowling. Capt. Gerry Wells-Cole and Lieut. Philip Broom being the leading scorers.

The University made little attempt to go for the runs, and with PO John Michels bowling 13 overs for only 12 runs, the game petered out into a tame draw.

Royal Navy 186-8 (Wells-Cole 33, Broom 26 n.o., Izzard 24). Oxford University Authentics 138-4 (Whyte 2-19).



Winners of the Naval Air Command cricket festival held at R.N. air station Yeovilton at the end of May were the team from H.M.S. Daedalus. Our picture shows Chief Officer H. M. De B. Jeayes, Command W.R.N.S. officer, presenting the trophy to Lieut. Roger Cox, captain of the winning team.

Photo: PO (Phot) L. R. Warr.

LONG HAUL TO THE TOP

It is not easy to move a 400lb. weight up hill, especially under a hot sun, but this was the task undertaken when eight sailors from H.M.S. Monkton and two H.M.S. Tamar on-shore Chinese mechanics went to a small island near Hong Kong to deal with the broken generator.

As repair work could not be done on the spot, the men disconnected the generator and hauled it to high ground for an airlift to H.M.S. Tamar.

In the picture they use ropes and a trolley to pull the machine up the slope.

Photo: PO Len Cobbett

DUKE PRESENTS COLOURS

The Duke of Edinburgh, as Captain General Royal Marines, was presenting new colours to 40 Commando R.M. on The Hoe at Plymouth on July 1. Later he was taking the salute when 40 Commando marched past on Royal Parade.

He was inspecting contingents of the R.M. Association, R.M. Old Comrades' Association and R.M. Volunteer Boys Corps before attending a families reception in the Guildhall.

40 Commando recently returned with H.M.S. Bulwark from exercises in the West Indies. Their present colours were presented by the Duke in Malta in 1952.



Gazelle team for air days

For the second year in succession six instructors of 705 Squadron at R.N. air station Culdrose have taken a break from normal duties of teaching naval officers to fly helicopters and have worked up a formation display team to appear at the air days at Culdrose on July 21, at Portland on July 24-25, Lee-on-Solent on August 7, and Yeovilton on September 4.

The aircraft flown by the team is the Gazelle, now in its second year of service with the Royal Navy. At speeds of over 140 knots and steep angles of bank, it is possible to fly in a tight and fast formation routine more like fixed wing teams than the hover and slower speed manoeuvres usually associated with helicopter displays.

Sea
time
for
Rita

Yankee-Doodle London in July 4 review

IT HAPPENED
ON BOARD
GLAMORGAN

The guided missile destroyer H.M.S. London and frigates H.M. ships Bacchante and Lowestoft will be among 50 ships from 21 nations taking part in an international naval review off New York this month.

Admiral Sir Edward Ashmore, First Sea Lord, will fly his flag in the London on July 4, when the gathering of ships for the American bicentennial celebration will be reviewed on the Hudson River by the American President.

The Royal Navy vessels will rendezvous with the other ships on July 2 180 miles off New York. The ships will form a 20-mile column led by the cruiser U.S.S. Wainwright, flagship of the U.S. Navy's Second Fleet, and will anchor in the Hudson River on July 3.

Big parade

A Royal Marines band and a contingent of R.N. personnel, will take part in a big parade on Broadway on July 6.

Before the review the London was visiting Providence, Rhode Island, from June 25-30, while the Bacchante and Lowestoft were calling respectively at Wilmington, Delaware, and Bridgeport, Connecticut.

For the call at Wilmington the Bacchante set up on deck two six-pounder brass cannon which had been borrowed from H.M.S. Nelson at Portsmouth. It was a reminder of the days when Britain and the Americans were not on today's friendly terms, and to add further colour a firm of theatrical costumiers lent the ship a dozen 18th Century naval uniforms to provide atmosphere for the social occasions.

Battle-honoured Ajax for Canada

One of the historic battles of the Second World War will be recalled when the Leander-class frigate H.M.S. Ajax visits Ajax, in Canada, between August 25 and 31.

The community was named to commemorate the gallantry of the men who fought in the cruiser H.M.S. Ajax in the Battle of the River Plate on December 13, 1939. In 1954 it became a town, adopting the crest of H.M.S. Ajax.

MARCH THROUGH STREETS

Strong links were soon established between ship and town when the anti-submarine frigate joined the Fleet in 1963.

In August, the Ajax will berth in the nearby port of Oshawa on Lake Ontario. The ship's company will march through the streets of Ajax and a civic reception will be held.

Anyone who was serving in the cruiser Ajax at the time of the action who would like to be associated with the visit should contact: The Commanding Officer, H.M.S. Ajax, BFPO Ships.



Leading Wren Cook Rita Hughes has "landed" herself a seagoing billet — cooking for the Sea Cadets

AIR TAXIS

(Continued from Page 1)

For the moment, the air taxis have been starting mainly from southern England, and have been especially valuable in connection with NATO commitments. They have even been used by the Royal Marines for rescue work for big exercises in Norway, and by the Mobile Aircraft Repair Transport and Salvage Unit.

Firms concerned belong to the Air Taxi Operators' Association and have to conform to official safety and insurance regulations in line with large airlines.

"Air taxi-wise," said a Ministry spokesman, "the Navy is really 'in business.' One of the major advantages at the present time is that the fares are paid in sterling and not in foreign currency."

and G.N.T.C. members who take sea training in the brig T.S. Royalist. She is the first Wren to undertake the job and will be on loan draft from H.M.S. Nelson for six months.

principally be cooking, Rita also hopes to lend a hand on deck. A keen sailor, she has already undertaken a week's training in H.M.T.Y. Adventure. Now she hopes to celebrate her 26th birthday afloat in the Royalist.

What do her Wren friends think of her new billet. "They're all pretty envious," said Rita.

Photo: CPO (Phot) Tony Wilson

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Actress Heather Ramsay of the Cardiff-based Welsh Drama Company is pictured on board the guided missile destroyer H.M.S. Glamorgan at Portsmouth. Heather was appearing in the comedy "It Happened in Venice" at Southsea's Kings Theatre. In late July, the Glamorgan is due to visit Cardiff on a "Meet-the-Navy" trip. Pictured with Heather are (left to right) JS Steve Mullin, JS Paul Sankey, Seaman David Bowen, and LS Chris Sewell.